

THE DOCK & HARBOUR AUTHORITY

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Editorial

The Port of Istanbul.

The Port of Istanbul, which is situated on the Golden Horn at the southern end of the Bosphorus, forms the supplement for this month's issue.

Traces of shipping activities at Istanbul were found in very early times, but a modern harbour was not contemplated until 1890, the actual period over which construction took place being between 1892 and 1900, since when no improvements or enlargements have been made.

The port comprises three different sections—(1) the Outer Harbour; (2) the Galata Harbour; and (3) the Inner Harbour.

The most up-to-date facilities in the port are situated at what is known as the Haidar Pacha Dock, the main purposes of this dock being to handle the traffic between Anatolia and the overseas countries. The dock itself covers an area of about 132,043 square metres, has 995 metres of quayage, and the warehouse facilities cover an area of 22,000 square metres. Two grain silos are also situated at this dock, one with a maximum capacity of 5,000 tons and the other having a capacity of 12,000 tons.

Regarding the future development of the port, consideration has been given to this for some years past, but owing to the difficult financial conditions that exist, no steps have been taken in the matter, although there is every scope for improvements and enlargements.

Further Decreases in Shipping at Hull during 1932.

The shipping entering the port of Hull in 1932 again showed a falling-off. The net registered tonnage of vessels which paid dues was 6,133,444 tons as compared with 6,570,546 tons in 1931, a decrease of 437,102 tons, equal to 6.6 per cent. Last year's total is nearly a million tons behind 1930 and over half a million tons less than in the pre-war year 1913, when the King George Dock had not yet begun to function. That year, however, was an abnormal period in the coal export trade and created a record for the port. In the past twelve months the shipping trade at Hull was at a low ebb, owing to a big decline in the export of coal and the effects of the import duties restricting overseas trade. There were, however, considerably larger imports of petroleum at the oil depot at Saltend, where two jetties with pipe lines are now in commission. The vessels engaged in this and the large steamers in the Australian wool trade helped in some measure to offset the reduced arrivals of vessels engaged in importing timber and in the near Continental trades. Altogether Hull does not appear to have suffered more than other ports from the depressed and to some extent new conditions operating in 1932.

There is, however, serious alarm felt as to the future of the coal export trade of the Humber, which continues to decline. The provisional figures show that the exports (foreign) of coal from the Humber ports totalled 3,307,385 tons as against 4,226,930 tons in 1931 and 6,187,198 tons in 1930. Compared with 1931 there is thus a decline of 919,545 tons, and compared with two years ago of 2,879,813 tons. The exports from "other East Coast ports" (viz., Boston and Lynn) last year were 335,610 tons against 454,886 tons in 1931. In addition the shipments of bunker coal on ocean-going vessels from the Humber were in excess of two million tons. The serious fact is that the coal export trade is handicapped by the quota of production and minimum prices fixed under the Coal Mines Act which prevent Yorkshire and Midland coal competing effectively in foreign markets. Supplies are too low and prices too high. The opinion of coal exporters and shippers is that these restrictions must go or the export trade will be irretrievably ruined and the appliances at the ports on which many tens of thousands have been spent left to rust.

Vancouver Harbour Improvements.

Improvements to the harbour front at Vancouver, B.C., have been authorised by the Dominion Government, and will be carried out by the Harbour Commissioners at a cost of approximately \$700,000. The work involves the construction of a 300-ft. extension to the super-structure of Lapointe Pier, as well as the provision of additional storage trackage for some 250 railway cars west of Ballantyne Pier.

The project will require about 9 months to complete.

The present length of Lapointe Pier, which is on Burrard Inlet, is 800-ft., and completion of the extension will bring the length to 1,100-ft. This will enable five of the largest freighters afloat to berth at the pier, two at each side and one at the end. Grain galleries now extend to the full length of the present pier on either side and permit the speedy loading of grain ships from the Vancouver Terminal elevator and No. 1 Harbour Board elevator at the entrance to the pier.

Vancouver's rapid expansion as a grain port will also be facilitated to a great extent by the new storage trackage to be constructed west of the Ballantyne Pier. The Board's terminal railway storage capacity is now 480 cars, and the new trackage will permit Canadian National Railway cars and cars for North Vancouver to be handled on Burrard Inlet.

New Wharf at Foynes, Co. Limerick.

At a meeting of Foynes Harbour Trustees it was announced by the Chairman (Lord Monteagle) that the bill confirming the Foynes Harbour Provisional Order, 1932, had passed through all its stages in the Dail and Senate, and now had the force of law. The Provisional Order empowers the trustees to construct and maintain a new deep-water wharf in reinforced concrete, 350-ft. in length, connected with the existing east and west piers, and to borrow money for the purpose of executing the new works; and also defines and enlarges the powers of the trustees to acquire land, to maintain and improve the harbour by dredging, etc., and to levy rates.

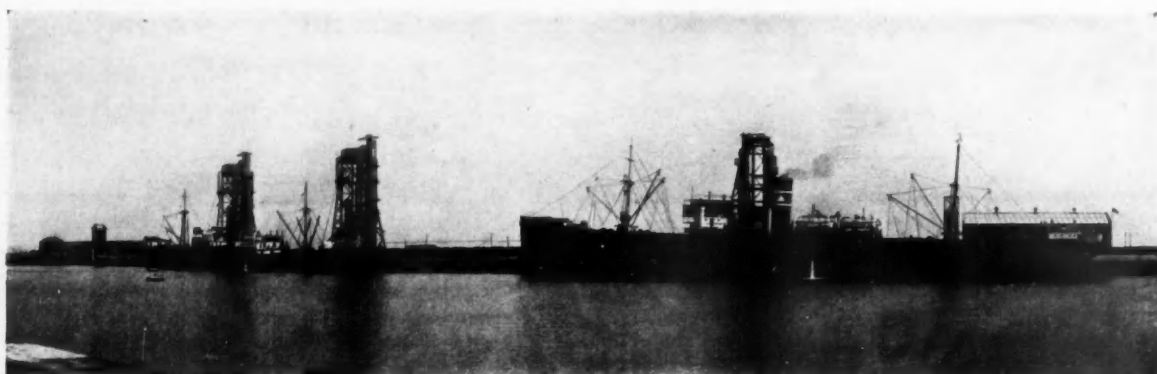
The trustees decided to proceed with the negotiations for obtaining the necessary loan and Government guarantee with a view to the construction of the new works authorised by Provisional Order; and the engineers have been instructed to elaborate detailed plans and specifications on which tenders could be invited.

Aberdeen's Long History as a Port.

In a recent issue of the official journal of the Aberdeen Chamber of Commerce a specially contributed article included interesting reference to the fact that Aberdeen as a port and shipping centre had a very long history. "Though for centuries her ships had sailed to the Continent," it was observed, "it was not until about 150 years ago that serious efforts were made to improve the harbour or provide facilities for berthing and unloading vessels. The depth of the water at the bar was never more than 2-ft. at low water. The position became so serious on account of the sand thrown across the harbour mouth by waves that in the year 1770 the Magistrates obtained a report from Smeaton, who recommended the erection of a stone pier, 1,200-ft. long, at the north side of the entrance. This work was carried out during the six years 1775 to 1781, at a cost of £18,000, and the result was that the depth of water was increased to 5-ft. at low water." It is added that again, in the year 1802, the Town Council called in the service of Telford, when the north pier was extended 900-ft. seaward and a south breakwater was also built. These extensions were completed in the year 1815 at a cost of £80,250, and were the forerunners of a series of improvements that have been carried out down to the present day.

The Port of Leith

Improvements carried out during 1932



View of the New Coaling Appliances now in use at the Imperial Dock.

DURING the past year the scheme of improvements to the coal shipping facilities of the port has been completed and brought into use. Two new hoists of the most modern type and equipped with an appliance designed to reduce breakage to a minimum, have been erected at the Imperial Dock, to take the place of one old fixed hoist. The second fixed hoist has been moved to a new position and the whole of the railway approaches have been entirely re-modelled to supply the three hoists. The two new hoists are served by traversers and by this arrangement it has been made possible to have three hoists working on the one quay.

In addition to the above, a third hoist has been erected at the Edinburgh Dock, to take the place of one of the oldest hoists which has been working for about fifty years and is now unfit for further service. The new hoists are all capable of handling 20-ton wagons and the approaches have also been made to suit. In consideration of this feature, some financial assistance has been secured in the form of an unemployment grant.

In order to provide the additional power required for coal shipping and to modernise the power equipment, a new electrically-operated hydraulic pumping station has been provided at the Imperial Dock, and in this case also assistance has been received by way of unemployment grant. These improvements were brought into use in July and have been kept busy down to the present time.

Coal shipments since the 1st January have amounted to 300,000 tons more than in the corresponding period last year and 11,000 tons more than in the previous year which was of itself an exceptional year.

In the last few months, since the 15th May, the coal shipments have averaged over 36,000 tons per week. In the years 1913 and 1923, when the export of coal was at its maximum at Leith, the average was 40,000 tons per week.

During the past year the volume of grain traffic handled at the warehouse has been maintained, the total quantity of grain received being about 2,000 tons more than in the previous year. The warehouse has often been occupied to its utmost capacity.

The total amount of grain imported at Leith shows an increase of about 30,000 tons (year ending 15th May, 1932). Surplus grain which could not be stored in the warehouse was, to a considerable extent, accommodated in dock sheds. The new appliances at the grain warehouse have given satisfaction and the general efficiency of discharge is good.

During the year the piled and concrete foundations for the new grain warehouse at the Imperial Dock have been completed and contracts have been placed for the building itself and its machinery. This warehouse is to take the place of the old warehouse at the Edinburgh Dock which was destroyed by fire. The storage capacity of the building will be 20,000 tons which is about the same as the burned building. The design is similar to that of the existing concrete warehouse at the Edinburgh Dock, but the building will be 25 per cent. larger. It is hoped that the construction of the building will be completed by the end of this year and the installing of the machinery should be completed a few months later.

The Commissioners have also placed contracts for pneumatic machinery on the quay of the Imperial Dock, for discharging grain from vessels and for conveying it to the warehouse, including weighing. The discharging machinery will be of the latest pneumatic type and the weighing machinery will be of the automatic type.

These arrangements have necessitated an extensive re-arrangement of the railways and roads in the area between

the Imperial and Albert Docks, and this part of the work is already well advanced.

In connection with all this work, with the exception of the actual building and contents, the Commissioners are in receipt of assistance in the form of an unemployment grant.

Among minor operations carried out during the year may be mentioned the work of securing the foundations of the harbour wall adjoining the Custom House, which was necessitated by the yielding of the foundations and the sinking of the existing wall. Fortunately, the work was undertaken in time to prevent any serious disaster, and the whole has been thoroughly secured at a cost of about £3,200. Two stores were built at the West Old Dock for the accommodation of china clay and empty bottles respectively, and have been let at economic rents.

The Port of New Orleans

An increase of 8 per cent. during the month of December, 1932, in tollage paying cargo moving over the public wharves at the Port of New Orleans has been announced by the Dock Board in the regular monthly report of port business.

December, 1932, saw 255,129 tons of toll paying cargo handled as compared with 246,370 tons for the same month the previous year. This was a gain of 18,759 tons, or approximately 8 per cent.

During the month there were 181 arrivals of ocean vessels in the port with a total gross tonnage of 801,281. This was less than December, 1931, when the gross tonnage was 874,487 and the arrivals numbered 204.

An increase in business of the inner Harbour Navigation Canal for the month was also revealed in the fact that 1,090 craft (of 25 tons and over), with a total gross tonnage of 447,007, used the canal in December, 1932, as compared with 969 craft with a 307,628 tonnage in December, 1931.

Inland waterway traffic declined during the month when the gross tonnage of arrivals totalled 126,544, as compared with 132,680 for December, 1931.

The past month's report showed that 848,635 bunches of bananas were shipped to America via the Port of New Orleans.

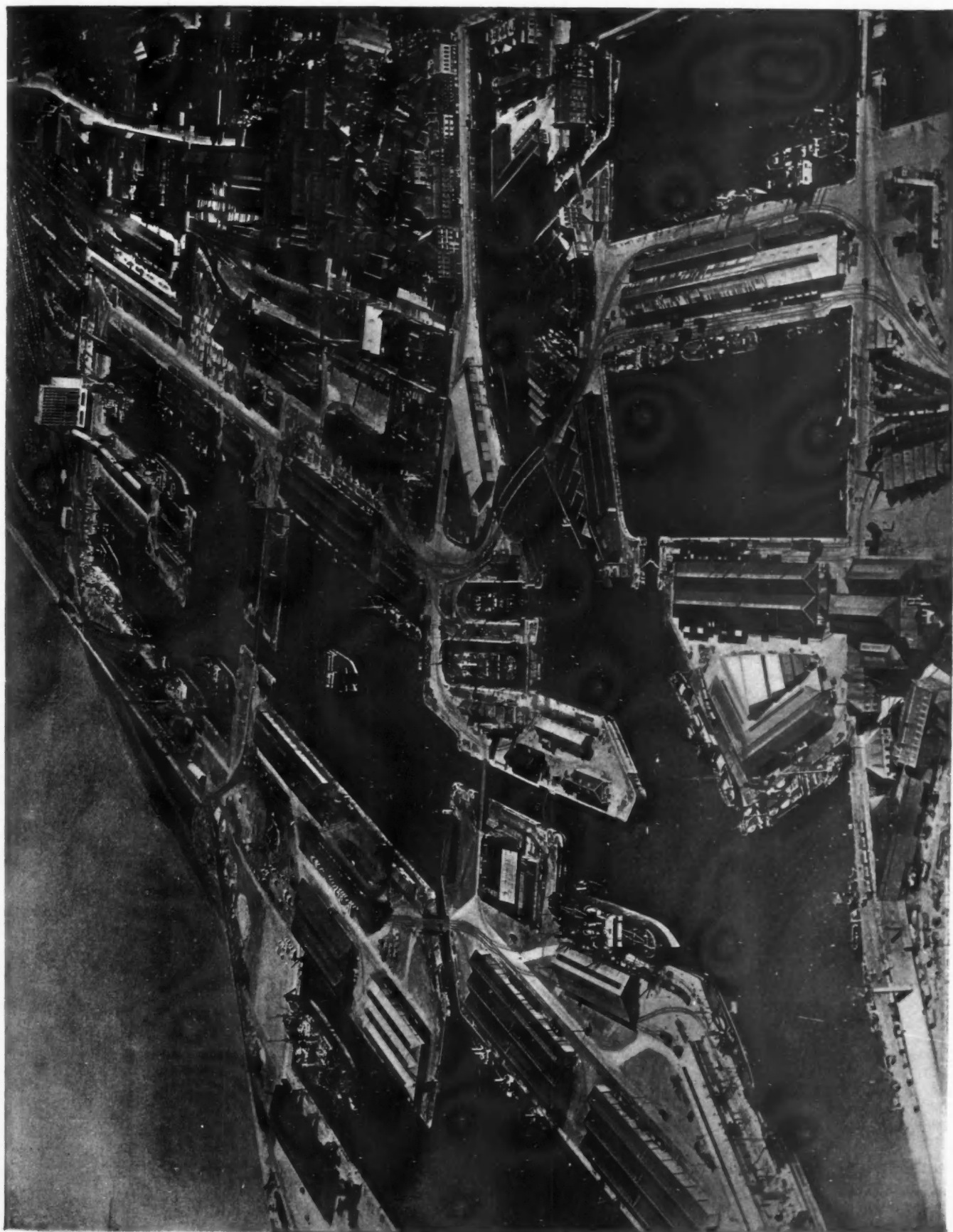
The gross tonnage of ships flying the American flag arriving in New Orleans in December totalled 491,007, which was 61 per cent. of the total inbound gross tonnage during the month. British ships were second with a total gross tonnage of 92,878, or 11 per cent., and Honduran ships third with a total of 53,850 gross tons, or 6 per cent. of the total.

The following table indicates the registry, number of ships and gross tonnage of ocean arrivals at the port in December:—

Nationality	No. of Vessels	Gross Tonnage
American	104	491,007
British	16	92,878
Danish	1	3,105
Dutch	1	7,191
French	3	17,605
German	5	27,151
Honduran	17	53,850
Italian	6	36,025
Japanese	2	16,622
Nicaraguan	3	1,638
Norwegian	19	39,635
Panamanian	1	4,534
Swedish	3	10,040
	181	801,281

The Port of Leith

Aerial View of the Docks



Italian Harbour Affairs

ACCORDING to statistics which have just been published by the Italian Ministry for Communications, shipping at Italian ports during the month of December, 1932, included the arrival of 16,063 ships representing 6,664,432 n.r.t. and carrying 2,015,922 tons of goods and 210,390 passengers; and the clearance of 16,055 ships representing 6,628,806 n.r.t. and carrying 677,028 tons of goods and 202,102 passengers. The total traffic at Italian ports has included, therefore, the arrival and clearance of 32,118 ships representing 13,293,298 n.r.t., carrying 2,692,950 tons of goods and 412,492 passengers. During the corresponding period of 1931 the traffic at Italian ports included the arrival of 14,570 ships representing 6,471,590 n.r.t., carrying 1,908,357 tons of goods and 233,456 passengers, and the clearance of 14,501 ships representing 6,313,777 n.r.t., carrying 612,662 tons of goods and 224,488 passengers; a total traffic of 29,071 ships arrived and cleared, representing 12,785,367 n.r.t. and carrying 2,516,019 tons of goods and 457,944 passengers. If the figures regarding traffic during the month of December, 1932, are compared with those for the month of December, 1931, it will be seen that there is an improvement in every branch of shipping with the exception of passenger traffic, which has declined slightly.

It may be interesting to examine the figures regarding the main items of imports at the chief Italian ports during the first eleven months of 1932 as summarized in the following schedule:

	COAL		CEREALS		COTTON	
	1932	1931	1932	1931	1932	1931
	Tons		Tons		Tons	
Genoa	2,006,929	2,375,622	625,671	944,474	144,414	116,044
Savona	1,042,649	1,132,192	2,924	821	193	407
Leghorn	564,167	640,143	70,626	87,653	2,675	1,392
Civitavecchia	479,599	489,462	49,161	54,438	—	—
Naples	598,176	641,409	247,525	430,404	6,359	5,504
Palermo	111,838	138,003	830	11,326	—	—
Catania	47,091	106,954	42,267	68,611	—	—
Trieste *	338,276	395,418	104,540	125,396	25,750	35,643
Fiume	23,426	41,520	20,035	8,613	1,841	1,304
Venice	838,368	1,012,683	257,524	181,827	42,557	34,262
Ancona	139,398	259,987	138,091	43,087	—	48
Bari	74,119	88,329	57,324	—	—	—

* January—September only.

Coal imports have shown a decline, which has been particularly noteworthy at the largest ports such as Genoa, Naples and Venice. The imports of cereals have shown a general diminution with the exception of Fiume, Venice and Ancona where imports have considerably increased. The quantity of cotton unloaded at the various Italian ports, instead, has increased all over the country with the exception of Trieste, where traffic has been influenced by the difficult economic situation of Central Europe and the Balkans.

The situation of shipping at Genoa during the whole twelve months of 1932 is as follows:—

	Goods Unloaded Tons	Goods Loaded Tons	Total Tons
1932	4,574,062	823,211	5,397,273
1931	5,717,527	850,067	6,567,594
1930	6,240,628	880,335	7,120,963

The figures regarding the main items of imports at Genoa during the twelve months for the last three years are as follows:

	1932 Tons	1931 Tons	1930 Tons
Coal	2,215,246	2,618,747	2,728,824
Cereals	702,656	1,009,433	1,122,087
Cotton	160,860	136,331	153,415
Wool	59,167	41,588	42,467
Skins	19,337	22,358	25,523
Phosphates	77,049	79,792	187,296
Mineral Oils	326,978	406,402	353,082

Between 1931 and 1932 there has been a decrease of about 700,000 tons in connection with the imports of coal and cereals. When it is considered that the cutting down of the imports of these commodities is favoured by the Government, it can then be realised that the decrease is in no way due to the port of Genoa and its efficiency. In connection with the situation of shipping in the port of Genoa it may be interesting to consider the figures relating to the tonnage drydocked at the Alle Grazie dock of the S.A. Ente Bacini (Genoa Drydock Corporation) during 1932 and 1931:—

	No.	1932 Gross Tons	No.	1931 Gross Tons
Steamers	441	2,558,192	479	2,710,230
Motor Sailing Vessels	18	7,981	18	4,053
Sailing Vessels	24	6,065	20	5,610
Vessels of various types	58	5,398	30	5,319
	541	2,587,636	542	2,725,212

When one compares the depression in traffic with the decrease resulting in the volume of tonnage drydocked at Genoa, it will be seen that the business carried out by the S.A. Ente Bacini during 1932 has been satisfactory. The S.A. Ente Bacini has undertaken during 1932 the drydocking of the "Rex" and the "Conte di Savoia" three or four times, and several foreign ships which could not find other Mediterranean dry docks free and have come to Genoa and been drydocked and repaired in twenty-four hours, enabling the owners to save any loss in consequence of delay.

The work which has been completed in the port of Venice is only a small portion of the improvements which are to be carried out in the future. The Chamber of Commerce and Industry at Venice has approved, in the course of one of its recent meetings, the project which has been submitted by Admiral Fausto Gambardella (head of the Venice Harbour Authority) viewing the transfer of the coal trade from the Marittima Docks to the Marghera Docks, where two piers are to be fitted with electric coal elevators of 50 tons capacity, mounted on travelling bridges over a railway terminal connected to the Mestre Railway Station, the construction of a passenger landing stage at the head of the San Basilio Pier, connected to the Venice railway station, the increase of the breadth of the Eastern quay, and the construction of a large concrete warehouse on the Western quay. The estimated cost of these works reaches about 30 million lire and they are to be completed in the course of 1934.

Figures relating to shipping at smaller Italian ports during 1932 have not yet been published, but it appears that both at Savona and Leghorn shipping has increased. It is understood that the new port of Leghorn is to be inaugurated in April, 1933, and that the Harbour Authorities there are considering the opportunity of undertaking the construction of new warehouses and unloading facilities. The improvement of the railway communications between Leghorn and the various provinces of Central Italy has attracted considerable import and export traffic to this harbour, especially since the cost of unloading is high at Civitavecchia. It is understood that the Italian Government Oil Organisation is planning to undertake the construction of a large coasting station in the territory of the new port of Leghorn.

The construction of the new port of Ancona has just been started, and it is understood that, in view of the heavy seas, the contractors have decided to use concrete blocks of 120 tons in the construction of the quay walls.

London's Shipping.

During the week ended January 6th, 1,099 vessels, representing 821,867 net registered tons, used the Port of London; 372 vessels (626,771 net registered tons) were to and from Colonial and foreign ports and 727 vessels (195,096 net registered tons) were engaged in coastwise traffic.

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During the week ended January 13th, 843 vessels, representing 893,699 net registered tons, used the Port of London; 425 vessels (722,633 net registered tons) were to and from Colonial and foreign ports and 418 vessels (171,066 net registered tons) were engaged in coastwise traffic.

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During the week ended January 20th, 893 vessels, representing 929,118 net register tons, used the Port of London. 420 vessels (753,993 net register tons) were to and from Colonial and Foreign ports, and 473 vessels (175,125 net register tons) were engaged in coastwise traffic.

Tilbury Passenger Landing Stage.

Twenty-six vessels, totalling 280,143 gross registered tons, used the Tilbury passenger landing stage during the month of December, 1932. Altogether 2,237 passengers were embarked or disembarked at the stage, in addition to baggage and mails.

Trade Statistics for the Hartlepoons.

The trade statistics for the Hartlepoons for last year show very little variation from those for 1931 so far as the main figures are concerned. The imports of timber increased by about 12,000 loads (or tons), but were still more than 130,000 loads below those for 1930. Coal and coke exports totalled 3,175,000, compared with 3,188,663 tons in 1931.

The Hartlepool Port and Harbour Commissioners have made a reduction of 5 per cent. in their dues, which means that the Commissioners' tolls and dues are reduced from 10 to 15 per cent. below the statutory figure.

Hull and the Humber

Progress of the Humber Bridge Bill.

ANOTHER effort is being made to bring the projected road bridge over the Humber to connect Hull with North Lincolnshire into the realm of actuality and, this time, apparently with greater hopes of success than have attended the proposals hitherto. As was stated in a recent issue of *The Dock and Harbour Authority*, contrary to the views of many the Humber Bridge Bill submitted to Parliament last year is not dead, but is down for third reading in the House of Commons on February 8th. There have been various causes of delay, chiefly financial and the failure of the town's meeting to give the necessary approval, but it is understood that new proposals for financing the scheme have been adumbrated and that modifications in the plans for the structure with a view of overcoming the objections to it as a probable source of danger to navigation and shipping and a menace to access to the port of Goole. The estimated cost of the proposed bridge is £1,750,000 and originally the Ministry of Transport intimated a willingness to contribute three-fourths of that sum. On this being withdrawn, owing to the state of the national finances, a plan was put forward to raise the money privately, but it was not acceptable in all its details and a new one has been instituted under which the money will be raised in London, the local authorities backing the scheme undertaking to make good any deficit in the receipts from tolls required to cover interest and working expenses. With regard to the bridge itself, grave objection was taken to the placing of piers in the bed of the river, and it is understood that alterations have been made which, it is hoped, will meet the objections of the Humber Conservancy Board and other interests in this respect. The promoters of the Bill are quite optimistic as to its future, believing that the new proposals will commend themselves to the citizens of Hull and that the scheme is eminently practicable and when carried out will prove a great national asset.

Meeting of Hull Chamber of Commerce and Shipping.

Major W. H. Carver, M.P., a director of the London and North Eastern Railway, attended the meeting of the Hull Chamber of Commerce and Shipping and made reference to some of the criticisms passed upon the company's conduct of the port. He mentioned the large sums of money spent on the modernisation and reconstruction of the Billingsgate at St. Andrew's Dock and the increased use that is being made of the oil jetties at Saltend. In both directions, he said, Hull was going ahead. It was still the most important place on the railway and stood out well in company with other parts of the system. Major Carver also pointed to the fact that the Company have installed anti-breakage equipment of the Hand-cock type at Hull on an experimental basis at a cost of £5,000, and added that, if it is what is required and it is a success, it will be repeated.

Stevedoring Charges at Hull Docks.

Reference is made in the report of the Hull Shipping Committee to the reduction in stevedoring charges at Hull Docks, which it is stated are now at a level which compares favourably with the charges at any other U.K. port. Recently independent firms outside the Master Stevedores Association commenced operations and this has to some extent been a factor in bringing discharging costs down. The latest development is the entrance of the London and North Eastern Railway, the owners of the docks, who intimated that as from January 23rd they would be prepared to undertake stevedoring work at Hull. Whether the railway authorities will be able to compete in charges and despatch with private firms remains to be seen, but their published charges, it is conjectured, will have the effect of establishing minimum charges for the port of Hull. Hitherto the London and North Eastern Railway have confined their operations in this direction to the discharge of grain at the silos at the Hull docks. It is not known whether Grimsby, Immingham and other ports on the East Coast controlled by the Company will ultimately be included in the stevedoring work.

Increased Coal Exports from Immingham Dock.

One of the most noticeable features of the coal export trade from the Humber is the increased use that is being made of the admirable facilities at the Immingham Dock on the south bank of the river to the apparent disadvantage of Hull. The exports to places abroad from Hull last year were 920,000 tons and those from Immingham 1,529,000 tons, representing 28 per cent. and 46 per cent. respectively of the Humber total. In 1931 the percentages were 31 and 41 respectively. The disparity, however, has been most marked in more recent months. Before the grouping of railways took place Hull's

share of the Humber total approached 50 per cent. One of the causes of the decline at Hull, according to Mr. W. Minnitt Good (Chairman of the Shipping Committee) is that at Hull the railway authorities have put barriers in the way of collieries sending forward coal for shipment before a steamer arrives, whereas at Immingham no such difficulty arises. At Immingham, however, there is an enormous area devoted to sidings for coal and for empty wagons with which Hull suffers by comparison.

Immingham Dock Statistics.

During the month of December a total of 122 vessels, representing a net registered tonnage of 149,437, used Immingham Dock, including 18 vessels totalling 29,938 net registered tons using the Western Jetty coaling berth, as compared with December, 1931, when 102 vessels totalling 151,751 net registered tons used the port, including 13 vessels totalling 25,713 net registered tons using the Western Jetty.

Immingham Dock Imports and Exports.

The following is a table giving details of imports and exports for the 11 months ended November, 1932, as compared with the same period during 1931:—

Imports.				
		1931	1932	
Mining Timber ...	...	50,339	39,120	
Sleepers, Etc. ...	...	4,651	6,670	
Iron Ore ...	...	109,726	73,061	
Sugar ...	...	—	20,773	
Pulpwood ...	...	1,454	—	
Nitrate of Soda ...	...	4,916	—	
Plumbago ...	...	1,956	—	
Gravel ...	...	3,708	—	
		176,750	139,624	
Exports.				
		1931	1932	
Coal ...	...	2,038,258	1,892,640	
Coal Tar Dressing ...	...	—	3,454	
Slag ...	...	—	27,317	
Pig Iron ...	...	11,027	58,348	
Molasses ...	...	8,584	—	
Iron and Steel ...	...	6,530	22,729	
Tinplate Bars ...	...	524	—	
Sulphate of Ammonia ...	...	5,690	15	
Scrap Iron ...	...	2,060	450	
Glass ...	...	2,261	1,090	
Creosote ...	...	7,937	6,129	
General ...	...	5,911	8,696	
		2,088,782	2,020,898	
		Twelve Months ended Dec. 1931	Twelve Months ended Dec. 1932	
No. of Vessels using Immingham Dock	...	1,608	1,842	
Net Registered Tonnage	...	1,699,919	1,954,804	

Damage to Gainsborough Bridge by Vessels being Towed.

The Humber Conservancy Board at their last meeting decided that the Marine Committee should give further consideration to the towing of vessels through Gainsborough Bridge. Sir Hickman B. Bacon, Bt., said that when the bridge was built it was provided in the Act of Parliament that damage done by vessels was to be made good by the owners of the colliding vessels and that condition was continued when the bridge was taken over by the County Council. Recently the bridge was damaged by vessels being towed two abreast and great difficulty had been experienced in getting the liability settled, the owners of the vessels blaming the tug, and so on. On making inquiries, Sir Hickman Bacon found that there was great danger if this practice were continued, although he was told that towing two vessels abreast was a safer practice for coming down the river.

East Yorkshire

Repairs to Stone Piers at Bridlington Harbour.

The Bridlington (East Yorkshire) Harbour Commissioners have approved of an extensive scheme of repairs to the stone piers, which enclose the harbour. The works sanctioned include the repair of the existing rough stone apron which extends from the extreme end of the North Pier to the re-entrant angle at the south end of the shelter, measures to prevent the scouring action of currents which set along the outside face of the north pier, several repairs to the masonry of the walls, the removal of fendering on the inside of the north pier, etc. The estimated cost exceeds £1,000 and the work is to be carried out by Messrs. J. M. Smallwood and Sons, Bridlington. Mr. Charlesworth, Chairman of the Works Committee, stated that the Commissioners have sufficient money in hand to pay for the work.

Scottish Harbour Notes

Opposition to Leith and Dundee Harbour Orders by Clyde Navigation Trust.

THE Clyde Navigation Trustees have decided to proceed with the petition against the Leith Harbour and Docks Order, which is seeking powers for the Commissioners of the Leith Dock Commission in respect of goods imported into the Port of Leith to demand payment of such rates as they might by resolution fix lower than those in force for the time being under their Order of 1919, when such goods were sent otherwise than by sea to any place in the United Kingdom beyond an area of 20 miles from the Customs House at Leith, subject to certain provisions as to verification, intimation of destination and despatch.

The Clyde Trust consider that the granting of such powers sought under the Order will result in unfair competition between the two ports, and suggest that if certain goods in respect of which a similar rate might be charged at Glasgow and Leith, but which might be destined to a point above 20 miles from Leith, were to be subject to such a low rate as the Commissioners might fix, the effect would be that such goods might actually be imported to an area near Glasgow, which is served at present by the Port of Glasgow, so that such goods and vessels carrying them might be induced to use the Port of Leith to the prejudice of the Port of Glasgow.

They also contend that in addition to being detrimental to the Trustees' interests as the body responsible for the administration of the Port of Glasgow, the granting of such Order might be injurious to the public in Glasgow and the West of Scotland generally as affecting the trade of the port.

The Dundee Harbour Trust are also seeking powers to extend a right which they have had for many years of making a reduction of rates on goods destined for an area beyond 10 miles from Dundee. Against these proposals the Clyde Trustees have at present no rights which allow them to differentiate between the rates on any goods landed in Glasgow for delivery there and any goods sent for delivery to a destination beyond the Glasgow limits.

The Clyde Trustees have approached the Corporation of Glasgow asking for their support in the matter, and the Corporation, at their meeting recently, decided to lodge petitions against the Provisional Orders promoted by the Port Authorities of Leith and Dundee on the ground that the power sought would prejudice the trading interests of Glasgow and the West of Scotland. This decision was arrived at after a discussion in the Corporation and was carried by a majority of 32 votes to 30 in favour of the Corporation raising objection.

Further petitions against the Order have been lodged by the Chamber of Shipping jointly with the Liverpool Steamship Owners' Association, the Glasgow Shipowners' Association, and the Clyde Steamship Owners' Association.

New Extensions at Anstruther Officially Opened.

Wednesday, January 4th, was a red-letter day at Anstruther (Fifeshire), when the new £20,000 extensions to the local harbour were officially opened. At a luncheon which followed Mr. John Hogarth (Chairman of the Fishery Board for Scotland) noted that there had been many changes in the last century. The Fishery Board had changed in its personnel; the fishing had changed; but there was one thing that had never altered, and that was the policy of the Fishery Board with regard to harbours. "Ever since the Fishery Board was constituted in the year 1878," proceeded Mr. Hogarth, "it had endeavoured to help communities to improve harbours required by fishermen. It is a matter of sixty years since Anstruther Harbour was constructed, and the Fishery Board has been very directly interested. I do not know how much the Fishery Board has given Anstruther Harbour Commission, but they certainly have taken a large part in it, and to-day the Board is pleased to have assisted in the recent improvement work. The work, however, is by no means complete; there is a lot more to be done, and perhaps circumstances will permit of additional work being carried out in the future." Mr. Hogarth also remarked that the Harbour Commissioners had been wise in directing their attention to the improvement of the West Breakwater.

In the course of an interesting speech Provost Carstairs recalled that the history of Anstruther Harbour was a very chequered one. Great difficulties had attended the making of the new or outer harbour and the erection of the East Pier which was knocked down by severe gales thrice during construction. At that time, in the House of Commons, Anstruther was a name which raised much controversy, but at long last the new harbour was completed, not as it was originally intended, but as a compromise. Now (as a result of the sympathetic assistance of the Fishery Board for Scotland) they had been again able to very substantially improve the harbour.

Proposed Increase in Rates at Bo'ness.

At a recently held meeting of Bo'ness Town Council and traders at the local port it was unanimously agreed to petition the Government against the proposed increase of the rates at Bo'ness Harbour and Docks as contained in the new Provisional Order of the L.N.E.R. Company. Mr. W. C. Thomson (Victoria Sawmills), in presenting the case for the traders, said that 60 per cent. increase on pre-war rates at Bo'ness was quietly agreed to by the town and traders, but now they had reached a stage when the cost of living, cost of upkeep, raw materials and labour could not go up more than 43 per cent. above pre-war. Mr. A. N. Harrower showed that the new rates at Bo'ness on a steamer carrying 800 standards of pit-wood would represent an increase of about 50 per cent. on the present rates. These increases (if given effect to) would aggravate unemployment at the port and deal a deadly blow at the pit-wood importing trade and yards. It was intimated that the Coalowners' Association, the Chamber of Shipping (London), the West Lothian County Council, and the Fife County Council were all petitioning against the order.

Annual Meeting of Aberdeen Harbour Commissioners.

In presenting the financial statement at the recently held annual meeting of Aberdeen Harbour Commissioners, Sir John H. Irvin stated that the period covered by the accounts had been so full of business difficulties and financial problems as to be almost unprecedented in the history of the country. It was therefore gratifying to find the total ordinary revenue of £145,421 only £3,011 less than the previous year. The total ordinary expenditure was £119,556, a reduction of £3,205. The surplus was £25,864, and from this they had carried to the Sinking Fund Account their statutory obligations under Acts of Parliament of £19,915, and the balance of £5,948 to surplus revenue account. The tonnage rates for vessels of £25,233 was £2,446 better than the previous year, there being increases in the case of trading vessels of 35,288 tons and fishing vessels of 42,641 tons. The rates for goods were £1,710 less than the previous year, imports and exports being down 57,573 tons and 3,970 tons respectively. The capital expenditure during the year was £48,980 and the capital receipts £12,611. The total expended on capital works was now £2,228,195, and the Board had written off from sinking fund £595,156 in accordance with their obligations to Parliament, and in addition they had written off from surplus revenue the greater sum of £772,163. Their borrowed money stood now at £856,665.

Wick Harbour Trustees.

Wick Harbour Trustees have now received a communication from the Fishery Board in reply to their application for the consent of the Board to defray the cost from the loan of £22,463 of the proposed work of strengthening the widened wall of the North Pier by putting in anchor tie-rods. In this letter the Board stated that they had no power to sanction payment from the Development Fund Loan for work that had no connection with the scheme for which the loan was made. Prospects for such an application were not bright, and it would be necessary for the Trustees to find ways and means of getting money for the work. This letter from the Fishery Board was submitted at a recently held meeting of the Trustees, when a report was also forward from Mr. Nicol (engineer) who suggested that if anything was to be done in securing the wall it should be work of a permanent character. He (Mr. Nicol) thought there should be no unnecessary delay in systematically dealing with the situation, and that no question of cost should be allowed to stand in the way; this was a serious matter, as the wall was in danger of collapsing.

Nairn Harbour Works.

Messrs. Henderson and Nicol, C.E., Aberdeen, have submitted the following report on the works connected with the new harbour at Nairn to the local Town Council. "Since our last report work has been commenced on the removal of certain high points of rock in the basin, and this is still proceeding. The cost of this work (which is being carried out by divers) amounts to £206 up to the end of December, 1932. On December 9th the Fishery Board dredger returned to Nairn to complete the dredging of the river channel and is still at work on this and the removal of rock in the basin. During the dredging in the entrance to the basin it was discovered that certain underpinning works would require to be carried out to the caissons on the north side of the entrance, and this is at present being proceeded with. The cost of this to the end of December amounts to £190. The work in connection with the lighting of the quay has now been completed at a cost of £337. The erection of navigation lights on the east and west piers has now been completed. The total amount of expenditure to date (including the cost of the lighting of the quays) is £49,479."

The Port of Istanbul

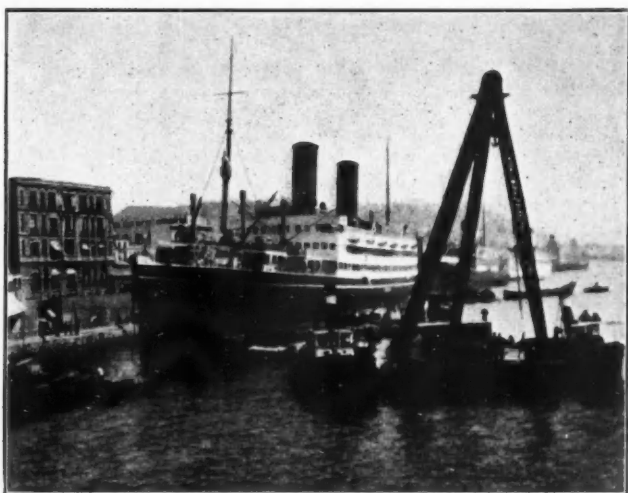
Development and Future Possibilities

By A. GIORDANO

Construction of the Port.

IT is not necessary to go into details of the history of the Port of Istanbul in these columns, as it is too well known. Traces of the existence of shipping activity at Istanbul can be found during the time of Byzantium, the Venetian Republic, etc., but the existence of an actual harbour may only be found in the very late years of the 19th century, when the former Imperial Government of Turkey granted the concession in 1890 for the construction of a modern harbour to the Société des Quais, Docks et Entrépôts de Istanbul, with a capital of 23,875,000 francs, subscribed partly by French and partly by British banks.

The construction of what is known as the present port of Istanbul covered the period from 1892 to 1900, when the port was opened. No enlargement or improvement has been made since then. While the history of Istanbul itself has never had a very great direct influence upon its trade, there is no doubt that its position on the route between the Black Sea and the Mediterranean has caused political and economic developments in the countries bordering on these seas to influence shipping at Istanbul. Traffic does not only include ships arriving and clearing after having unloaded or loaded goods at this port, but also includes (a) the transit of ships bound from the Mediterranean to the Black Sea or *vice versa* and stopping at Istanbul to take bunkers or orders, and (b) the transit of ships bound from the Mediterranean to the Black Sea and *vice versa*, and which are not stopping on the Golden Horn, but are proceeding through the Dardanelles and Bosphorus to Russia,



The Galata Quays with a liner of the Lloyd Triestino Line alongside.

Roumania or Bulgaria. The transit trade plays an important part in the shipping business at Istanbul. These points must be taken into consideration in order to obtain a clear idea of the development of Istanbul shipping.

The Port of Istanbul is situated on the Golden Horn at the southern end of the Bosphorus at 41 degs. latitude and 26 degs. 38 min. longitude. Ships bound from the Mediterranean and the Aegean to the Black Sea must cross the Dardanelles and the Marmara Sea, and then arrive at Istanbul. Towage is not always necessary, but is advisable. Ships now can pass through the Straits either directly or stopping a while and proceeding afterwards; in such case they have to hoist different transit flags.

The crossing of the Dardanelles during the winter snowstorms involves the greatest care on the part of the masters of the ships. In crossing the Bosphorus the use of a pilot is optional. It is only compulsory for ships which are to enter the Galata or Inner Harbour. Ships may cross the Bosphorus after sunset, after having complied with the regulations in force.

The Port of Istanbul is divided into 3 parts: (1) The Outer Harbour, which is the outer part of a line drawn from the Seraglio Point to Kabataş ferry-boat skala; (2) the Galata Harbour, which lies at the Galata side of that line; (3) the Inner Harbour, which is the inner part of the Galata bridge. Actually, however, the Port of Istanbul at present consists of five sections, and these are the Istanbul quays, the Galata quays, the Haidar Pacha Port, the Kourou-Tchesmé coal quays, and the

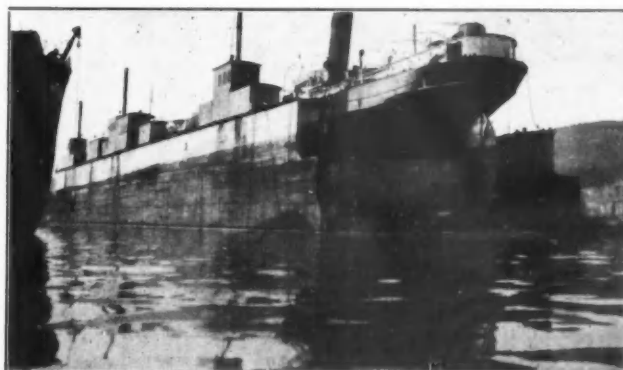
oil docks of the Standard Oil Co. at Oumour Yéri and Tchiboukli.



Grain silos in the Haidar Pacha Section.

The main part of the harbour undoubtedly is represented by the Istanbul (old Turkish town) and Galata (new modern suburb east from Istanbul beyond the Golden Horn) moles, although the most up-to-date facilities are situated at Haidar Pacha. The Istanbul moles include 370 metres of quayage, and there is space for 9 or 10 steamers from 4/8000 tons anchored stern to quay. This section of the harbour is used for local trade and for the steamers which connect Istanbul to the various ports of the Marmara Sea, Mediterranean and Asia Minor coasts, etc. The Galata moles have a length of 758 metres and have accommodation for 7 ships (from 4,000 to 8,000 tons) anchored alongside, and for this reason they are used for the express service trade, including the Lloyd Triestino (Istanbul-Brindisi-Venice Line, with connection to Milan, Paris and London; and Istanbul-Genoa express with connections to Tunis, Paris and London); the Messageries Maritimes (Istanbul-Marseilles express with connections to Lyons, Paris and London); and finally the Seiri-Séfaine (Turkish State Fleet) express service to Piræus and Alexandria.

The Istanbul and Galata moles have a total quayage of 1,128 metres, the construction of which was undertaken by the Société Docks et Entrépôts de Istanbul, and which required 590,600 cubic metres of natural blocks, 35,024 cubic metres of artificial blocks and stones for the quay walls, and 660,000 cubic metres of filling-in materials. It should be noted that the cost of these works was 28,448,550.73 francs (gold). The high cost was coincident with the technical difficulties which arose in the construction of those moles owing to the fact that in the Golden Horn there were about 60 metres of mud at the bottom, and consequently it was necessary to first build a wall at a certain distance from the land and afterwards fill up the space between the wall and the land. In the construction of the wall, however, many blocks sank, and this led to an increase in the cost of the building expenses, and is a factor which must be



Floating Dry Dock at Stenia.

taken into consideration when studying the possibility of improving or enlarging the present harbour facilities in the Port of Istanbul. There is no doubt that the construction of additional quays in the Bosphorus would lead to the same trouble and,

The Port of Istanbul—continued

therefore, also to a high cost of construction, while the improvement of the port facilities through the construction of new warehouses is a technical problem which must be considered with the greatest care, as the excessive weights of the buildings, owing to the muddy bottom, might lead to serious trouble.

Facilities in the Port.

In connection with the facilities of the Istanbul and Galata moles, which, in addition to some warehouses situated beyond the zone of the port, represent the concession of the above-mentioned Société des Quais, Docks et Entrépôts de Istanbul, it may be interesting to note that they include the following warehouses:—

GALATA.				
				Square Metres
Entrépôt No. 4	...	...	...	3,269
" No. 7	...	...	...	5,010
Hangars on quay	...	...	...	716
Hangars at Top-Hané	...	...	...	320
				9,315

ISTANBUL.				
				Square Metres
Entrépôt Emin-Eunu	...	...	...	3,891
" L	...	...	...	729
" M	...	...	...	299
" N	...	...	...	2,234
" L	...	...	...	754
" B	...	...	...	3,742
" No. 2	...	...	...	3,372
" No. 3	...	...	...	3,212
" No. 4	...	...	...	3,687
				21,420

This represents a total of 30,735 square metres, but in addition to this the Société des Quais, Docks et Entrépôts de Istanbul also owns 7,156 square metres at Kourou-Tchesmé (Bosphorus) and 22,000 square metres of storage space situated within the zone of supervision of the Turkish Customs Authorities, which means a total of 59,891 square metres.

The unloading facilities owned by the company are as follows:

Floating Unloading Facilities.—One steam pontoon of 50 tons, 2 steam floating cranes of 8 tons, 6 Temperley lighters of 1 ton.

Unloading Facilities on Rail.—Fourteen electric cranes of 3 tons at Istanbul, 8 steam cranes of 5 tons at Istanbul, 9 steam cranes of 3 tons at Istanbul, 7 steam cranes of 3 tons at Serai-Bournou, 12 electric cranes of 3 tons at Galata, 11 steam cranes of 2 tons at Galata, 15 steam cranes of 3 tons at Galata.

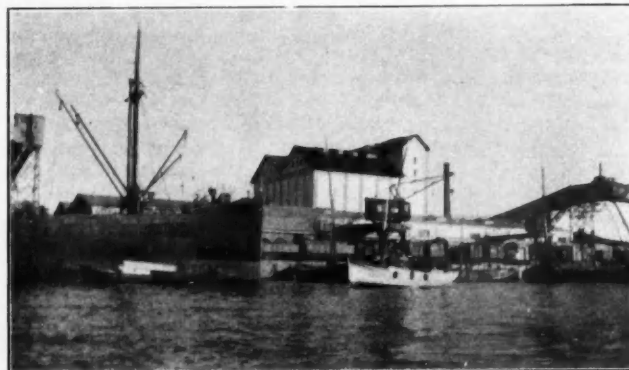
It should be noted that there are, furthermore, some steam cranes of 3 tons at Kourou-Tchesmé and some electric cranes of 2 tons at Djami-Alti.



Unloading Coal by baskets.

In addition to the facilities operated by the Société des Quais, Docks et Entrépôts de Istanbul there is also a small railway terminal of the Société Anonyme pour l'Exploitation des Chemins de Fer Orientaux operating the railway line from Istanbul (Sirkeci) to Edirne, Sophia and Belgrade, and which includes a quay of 240 metres, covering about 6,000 square metres and served by two steam cranes of 3.50 tons each and one hydraulic crane of 1.50 tons. There is also ample space for ships to anchor off the moles and to unload on to lighters. About 32 large ships can anchor off Galata. About 20 large ships can anchor as far as the Phenar-Arsenal line, in the inner section of the bridges in the Golden Horn.

The most up-to-date part of the port, however, is the Haidar Pacha Dock, which was built about 30 years ago by the Société Ottomane des Chemins de Fer d'Anatolie (the Turkish associated concern of the famous German-Baghdad-Baku H.G.), and which operates the railway line from Haidar Pacha to Ankara, Alep and Palastina. The concession has recently been acquired by the Turkish State Railways.



Electric Cranes at Haidar Pacha.

The main object of the Haidar Pacha Dock is to handle the traffic between Anatolia served by the railway and overseas countries. This dock covers an area of 132,043 square metres and has a quayside of about 400 metres sheltered by a breakwater of 595 metres, the longest part of which closes the basin where the landing stage of the passengers' ferry, connecting Haidar Pacha with Stambul, is situated. In the Haidar Pacha Dock there are concrete warehouses of one and two storeys covering an area of about 22,000 square metres, and served by six electric cranes of the following capacities: 3 of 1.50 tons, 1 of 6 tons, 1 of 7 tons and 1 of 30 tons. There are also 3,000 metres of railway tracks which connect the various parts of the dock to the main railway to Ankara. In addition to these ordinary warehouses there are two silos situated in the zone of the Haidar Pacha Dock, silo A with a maximum capacity of 5,000 tons and being able to receive 100 and deliver 200 tons of cereals per hour, and silo B having a maximum capacity of 12,000 tons.

The following schedule gives a good idea of the harbour facilities in the Port of Istanbul:—

Section	Warehousing		Unloading Facilities
	Quayside Metres	Facilities Sq. Metres	
Galata	753	9,315	1 steam crane of 2 tons 3 steam cranes of 3 tons
Stambul	660	21,420	1 steam crane of 5 tons 2 electric cranes of 3 tons 2 steam cranes of 3.50 tons 1 hydraulic crane of 1.50 tons
Haidar Pacha	995	22,000	6 cranes from 3 to 30 tons
Kourou-Tchesmé	200	10,000	1 steam crane of 5 tons
Outside the Port zone	—	30,000	1 electric crane of 2 tons
Total	2,608	92,735	

Departments Controlling the Harbour.

Regarding the problem of the Port of Istanbul it is necessary at first to consider the main factors of the present régime. As a matter of fact, there are no less than 10 authorities controlling the operation of the Harbour of Istanbul, and these are:—

- 1.—The Shipping Department and the Harbour Master's Office.
- 2.—The Central Health Office of Istanbul.
- 3.—The Lighthouse Administration.
- 4.—The Black Sea Salvage Department.
- 5.—The Towing and Pilotage Services Administration (Seiri-Sefaine).
- 6.—The Fifth Section of the Istanbul Police.
- 7.—The Chemins de Fer Orientaux.
- 8.—The Chemins de Fer d'Anatolie.
- 9.—The Société des Quais, Docks et Entrépôts de Istanbul.
- 10.—The Société Anonyme Turque du Monopole des Affaires du Port de Istanbul.

As practically all these departments are collecting a tax on shipping, it can easily be recognised that the existence of so many controlling influences in the harbour is detrimental to trade, especially if it is considered that such a complicated state of affairs means in itself a loss of time and money.

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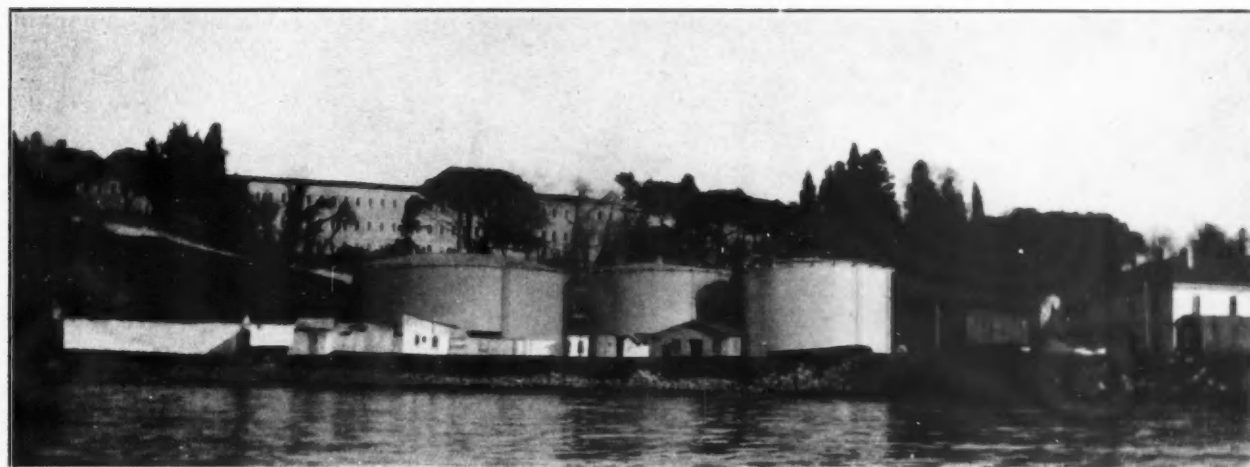
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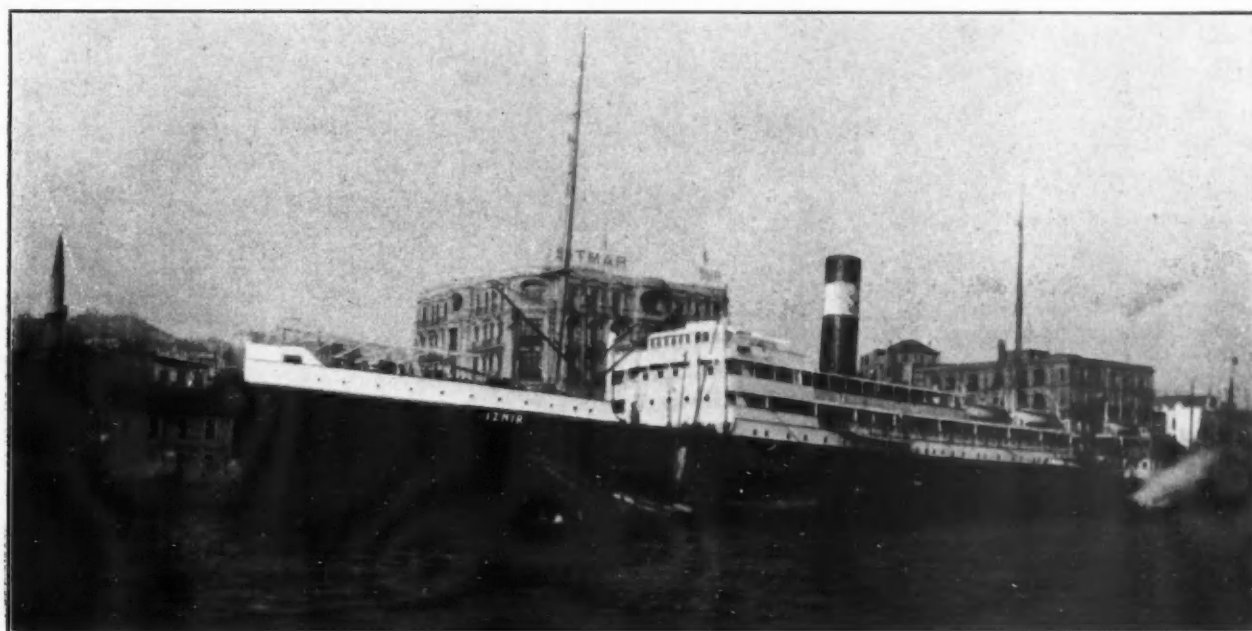
The Port of Istanbul



Oil Tanks at Haidar Pacha.



Passenger Terminal and Breakwater at Haidar Pacha.



Galata Quay, used by passenger liners. Seiri-Sefaine liner bunkering oil.

The Port of Istanbul—continued

However, in order to follow the working of the Harbour Administration it should be noted that the Société Anonyme Turque du Monopole des Affaires du Port de Istanbul has been created by the Government of Ankara to undertake all operations of loading, unloading, transshipments, towage and ships' supplies in the Port of Istanbul with a right of monopoly. This concern carries the goods from the ships' holds at the quays where delivery is taken by the various concerns controlling the various quays, i.e., the Société des Quais, Docks et Entrépôts de Istanbul; the Chemins de Fer Orientaux and the Chemins de Fer d'Anatolie. There is no doubt that the creation of the Turkish Liman Sirketi, as such concern is called, shows that the Government intends to concentrate the various activities of the harbour into a single concern on similar lines to what has been done at Marseilles, Havre, Bordeaux, etc., but, unhappily, there is a tendency to mix up what should be the official activities of a port such as unloading, loading, etc., with what are private activities such as towage, ships' supplies, etc. It should be noted that until some months ago steamship agents were undertaking work on board on their own account, and that though an official control may avoid abuses, yet there is no doubt that the immediate transfer from one system to an entirely opposite one should have been made by degrees.

On the other hand, it should not be forgotten that Turkish ships engaged in coastwise trade are authorised to use their own dockers, thus realising a reduction from 20 to 30 per cent. in expenses. Coastwise trade is reserved to Turkish shipping and the monopoly has enforced certain principles which are necessarily influencing the cost of unloading at Istanbul, such as the compulsory payment of lighterage, even when ships are anchored alongside, and it has often happened that lighters are placed between the ship and the quay to enforce the use of them. The Société des Quais, Docks et Entrépôts de Istanbul, the Chemins de Fer Orientaux and the Chemins de Fer d'Anatolie are taking delivery of the goods on the quay and are supplying labour to undertake carriage of the goods from the warehouses, etc.

The fact that labour is controlled by more than one board also leads to considerable discussion and the necessity to pay additional remuneration, particularly in view of the oriental nature of the labourers. This means unreasonable and unforeseen expenses influencing the definitive cost of operations, so that it is very hard to realise upon the official tariffs.

The Black Sea zone salvage services has recently acquired up-to-date signal services and facilities including rockets, fog syrens, etc., to complete those which already existed and including salvage boats, etc. The expenses of this service are mostly covered by the fee of 5 piastres per ton collected on each ship going from the Aegean Sea or Istanbul to the Black Sea. The right of the salvage services in Turkish waters is reserved to Turkish subjects, and some of the existing foreign salvage concerns, which had been established for some time at Istanbul had to be transformed into Turkish concerns.

Ship repairing facilities are very satisfactory at Istanbul, and include three dry docks of the Seiri-Sefaine, which used to belong to the Turkish Navy and which are situated in the Golden Horn.

In addition to the Golden Horn Seiri-Sefaine Dry Dock there are the dry docks of the Société Anonyme des Docks du Haut-Bosphore, a Turkish concern, which has its works at Stenia on the Bosphorus on the route to the Black Sea, so that ships are not compelled to lose time and money in being dry-docked with the exception of the actual overhauling charges.

Development of Trade at Istanbul.

After having reviewed the facilities of the Port of Istanbul it may be advisable to consider the question of the development of trade at this port during the last 30 years, as is shown in the following schedule:—

However, in order to be able to understand the exact value of these figures it is necessary to take into consideration that they do not include only the shipping of the Port of Istanbul, but also the transit trade which has gone through the Bosphorus. The detailed figures for the whole thirty years are not available, but the comparison made in connection with the figures for the past three years sufficiently illustrates the situation:—

TOTAL TURKISH AND FOREIGN FLAGS		
No.	N.R.T.	Gross Tons
12,165	13,356,799	24,113,623
16,165	17,180,855	31,969,755
16,882	21,410,710	34,205,264

The Port of Istanbul is influenced more by depression of trade in the East than by the situation in the Port of Istanbul itself. If one considers the fact that Russia, in comparison to pre-war times has practically disappeared as a cereal exporting country, and that the general depression of the cereal trade necessarily influences the Bulgarian and Rumanian markets which used to attract a large portion of tonnage which went through the Bosphorus, it can easily be understood why transit trade through the Port of Istanbul has decreased. However, it should not be forgotten also that shipping at Istanbul is suffering from three different causes: (a) the fact that a large portion of the motor tankers built in the last few years have been fitted with Diesel engines or oil-burning boilers, and that consequently ships of this type which go to the Black Sea prefer to bunker at the sea outlets of the oil industry, where they can get fuel at a lower price than at Istanbul; (b) the fluctuation in the prices of certain products, including cereals which has made the purchase of small shipments more



Repairing a ferry boat in dry dock.

advantageous than full cargoes, and consequently most of the goods which used to be loaded on tramps before the war are now taken by liners ensuring a quicker delivery, with the result that many of the tramp ships which used to call at Istanbul on their way to the Black Sea are no longer calling there, and (c) the outcome of the European and Greco-Turkish wars have influenced the political consistency of the country, and this fact has led to a new economic situation which has diverted purchases which used to be made through Istanbul and through other ports.

When Turkey possessed a large portion of the Balkan Peninsula, Palestine and Syria, considerable trade with the Turkish ports of the Adriatic and Ionian Sea with Syria and Palestine used to be handled from overseas countries *via* Istanbul and *vice versa*, and this fact led to many lines concentrating their services in Istanbul, but now many of the firms handling this trade have transferred their headquarters to Athens and Piraeus, and have thus replaced Istanbul in this transit trade.

It will be noticed that a very complicated set of economic factors have influenced the trade of Istanbul, but there is still an opportunity to make considerable progress.

Although there is no doubt that the present economic situation of the country is far from being satisfactory, the question of the development of the Port of Istanbul and in general of the various Turkish ports must be considered as this will influence the development of Turkish shipping. As a matter of fact, Turkish agriculture is still in a very early stage and there is no doubt that such a field offers very important possibilities of progress although the employment of chemical fertilizers, agricultural appliances, etc., are quite new. The exploitation of the Anatolian forest is also in an early stage and the construction of the new railways, including the following

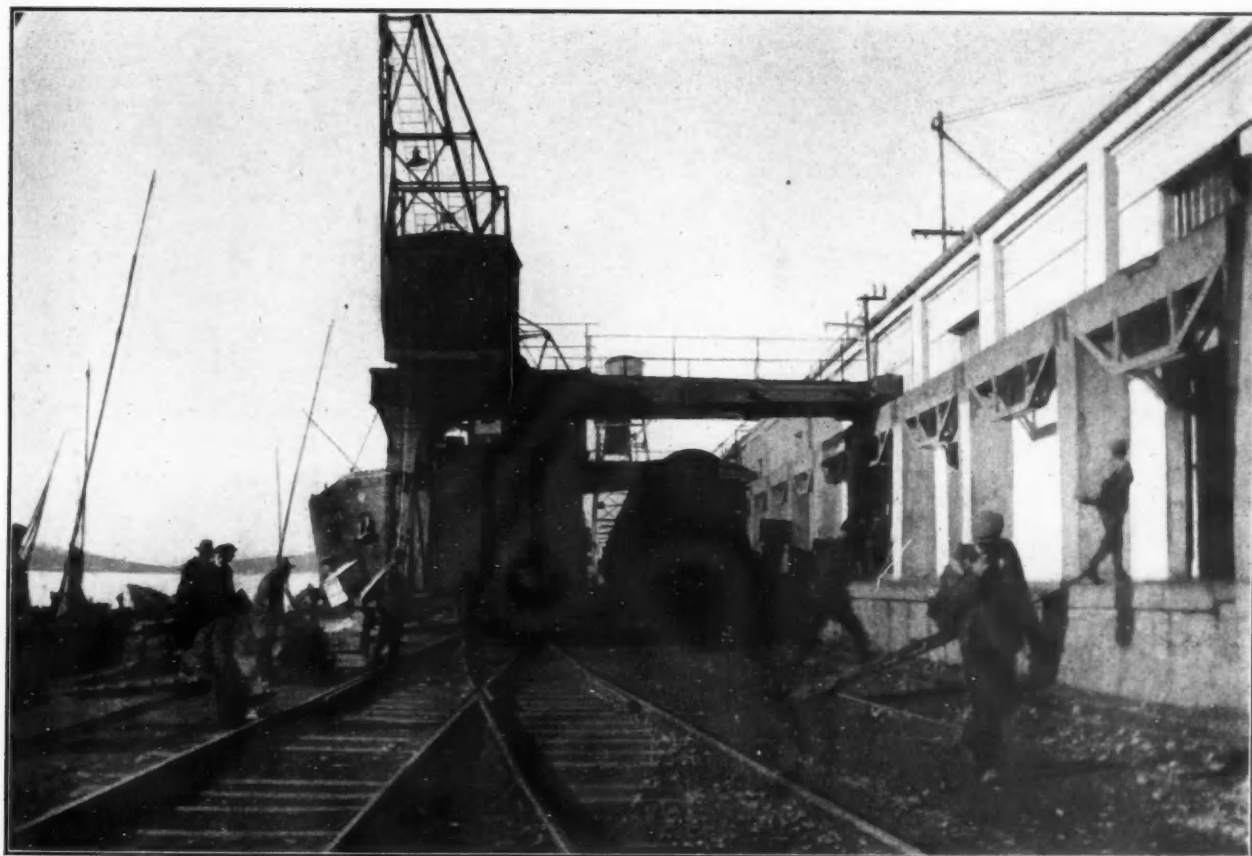
TURKISH FLAG									
Ships going through without stopping			Ships going through and stopping			Ships calling at Istanbul			Total
No.	N.R.T.	Gross Tons	No.	N.R.T.	Gross Tons	No.	N.R.T.	Gross Tons	No. N.R.T. Gross Tons
1929	100	86,433	126	216,832	375,798	6,190	1,730,550	3,514,108	6,416 2,033,815 3,862,774
1930	68	79,432	177	178,020	297,536	8,251	1,790,475	3,259,875	8,496 2,047,927 3,713,491
1931	691	173,007	163	134,688	219,522	7,549	1,745,422	2,984,258	8,403 2,033,117 3,606,234

FOREIGN FLAGS									
Ships going through without stopping			Ships going through and stopping			Ships calling at Istanbul			Total
No.	N.R.T.	Gross Tons	No.	N.R.T.	Gross Tons	No.	N.R.T.	Gross Tons	No. N.R.T. Gross Tons
1929	1,862	3,432,206	2,120	4,433,954	8,000,727	1,767	3,546,824	5,605,710	5,749 11,322,984 20,200,849
1930	3,724	6,976,647	2,343	4,968,672	8,664,409	1,676	3,187,609	5,550,970	7,743 15,132,928 28,256,564
1931	4,881	11,638,664	1,999	4,652,212	7,685,994	1,599	3,066,717	5,469,040	8,479 19,387,593 30,599,080

The Port of Istanbul



Hand Cranes on the Galata Quay.



Warehouses at Haidar Pasha.

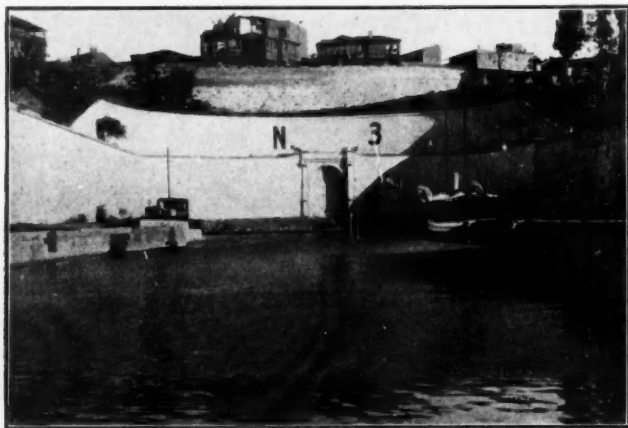
The Port of Istanbul—continued

lines, will undoubtedly favour it with the result that lumber exports may become an important factor of trade at Turkish ports.

	Kilometres
1. Haydar pasha—Ankara	578
2. Arifiye—Adapazar	9
3. Eskisehir—Konya	435
4. A'ayund—Kutahya	10
5. Konya—Yenice	346
6. Ankara—Kayseri	381
7. Samsun—Zile	220
8. Kayseri—Sivas	180
9. Zile—Sivas	180
10. Kutahya—Balikesir	250
11. Ankara—Eregli	580
12. Feyzi pasha—Diyari bekir	510
13. Ulukisla—Kayseri	150
14. Afyon—Izmir	425
15. Manisa—Bandirma	278
16. Izmir—Aydin—Egirdir and Branches	470+140
17. Yenice—Nusaybin and Branches	632
18. Istanbul—Edirne	288
Alpullu—Kirkle reli	46+337
Karaagac—Edirne	3
19. Sarikamis—Erzerum—Kukurt	232
Sarikamis—Russian Frontier	124
Ilica—Palamutluk	29
Samsun—Carsamba	37
Mudanya—Bursa	41
Total	6,604

Finally, there is the question of Turkish mining resources which are very large, but work cannot be undertaken owing to the fact that the owners of the concession of these mines have not the necessary capital and the government is imposing higher taxes on this trade. At present many enquiries for minerals have been received here, particularly from Germany, but mine owners have been unable to deliver the mineral, even to the port of loading, owing to the lack of money.

When these obstacles have been removed there is no doubt that the investment of foreign capital and thus the exploitation of the very large natural resources of Turkey will commence and indirectly, the progress of shipping will be increased.



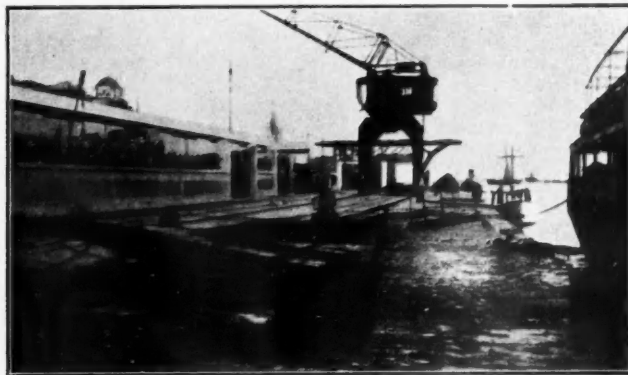
Dry Dock No. 3.

That this development may become an important factor in Turkish shipping is also confirmed by the fact that even at present the imports of locomotives, railway cars, machinery, etc., for carrying out the government programme has an important influence on trade and shipping. Most of these materials are not imported through Istanbul, but through various ports on the Marmara Sea where terminals of the railways of Anatolia exist. This shows the influence taxes, fees, etc., charged at Istanbul have upon trade, and, indirectly shows that the future of Istanbul shipping lies in the system which will be adopted in the administration of the port. The Société des Quais, Docks et Entréports de Istanbul charges a quay tax even where a quay does not exist. Istanbul Liman Sirketi aims to pay a dividend to its shareholders, and does not take into consideration whether this payment involves the maintenance of high tariffs, which indirectly influence the cost of living in the country, and finally the existence of so many controls leads to a duplication of charges.

The key to the well-being of the Port of Istanbul lies, therefore, in the creation of a single board, to have the character

of a public service and not of a speculative enterprise, managed by shipping people and not by politicians, to take over the operation of labour on board ships, lighterage, quays and warehouses in every zone of the port.

There is no doubt that the question of the harbour facilities is strictly connected with the question of the organisation of the harbour.



Ford Motor Car Installations.

The cost of unloading and loading will be decreased only if rapid handling is secured. In considering this question it must be added that while Haidar Pacha is the most modern part of the port, the Galata Harbour, including the Galata and the Stambul quays is in a poor condition. In this connection it ought to be considered that the ships which have used the quays during the last three years are as follows:—

1,407 steamers representing 1,667,572 net reg. tons	
1,928 " " 1,512,803 "	
2,040 " " 1,705,724 "	

The yearly average of ships that have anchored has reached 1,791 ships, representing 1,628,000 net registered tons, and 1,444 net registered tons per metre of quayage, whereas an average of 1,666 net reg. tons is reached at Genoa and about 900 net reg. tons at Trieste. This means that while the average on the quays of the Société des Docks et Entréports has been lower than at Genoa, which is a port where, until recently, the average was very high, this average has been higher than at Trieste where all ships are anchored alongside. During the period in question the development of the goods trade on the quays of Galata and Istanbul is as follows:—

1927	Tons 215,022
1928	Tons 170,988
1929	Tons 204,039

that is an average of 196,683 tons per year and an average of 175 tons per metre of quayage which is a very low figure when it is considered that at some Mediterranean ports it has reached an average of 800-900 tons per metre of quayage. Shipping at Istanbul (Galata, Haidar Pacha, etc.), during the three years from 1927 to 1929 included the following items:—

FOREIGN TRADE.

		IMPORTS		
		1927 Tons	1928 Tons	1929 Tons
General Cargo ... ..	...	400,083	477,868	465,777
Coal ... ..	...	562,340*	490,995*	238,268†
		EXPORTS		
General Cargo ... ..	...	250,000	248,200	94,923
Bunkers ... ..	...	293,465	269,436	218,054

DOMESTIC TRADE.

		IMPORTS		
		1927 Tons	1928 Tons	1929 Tons
General Cargo ... ..	...	136,600	122,927	347,373
Coal ... ..	...	—	—	415,649
		EXPORTS		
General Cargo ... ..	...	82,000	78,812	195,000
Bunkers to Turkish Ships	—	—	168,000

*Including Turkish coal as well.

†Including only foreign coal.

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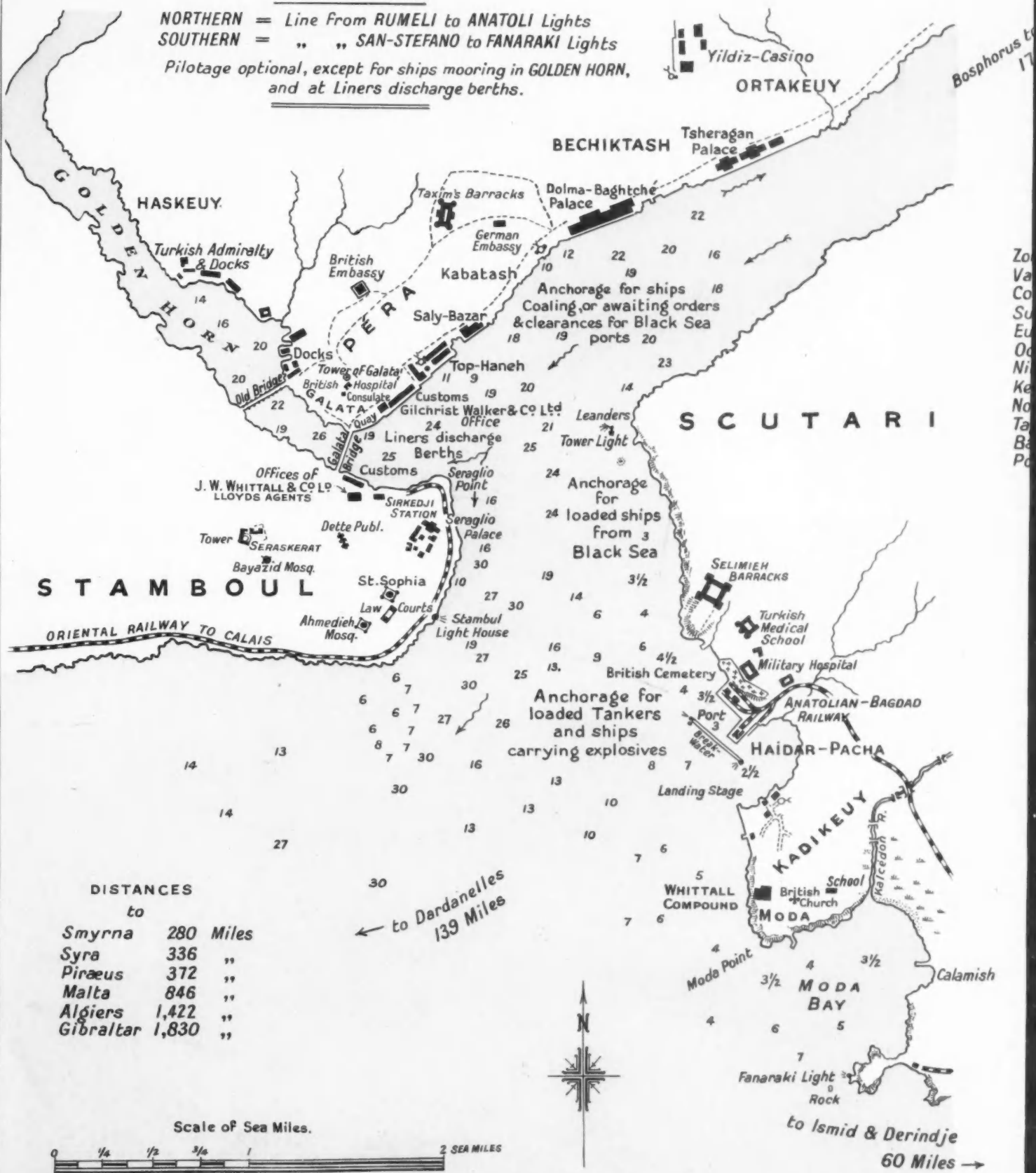
PORT OF ISTANBUL.

UNDER THE JURISDICTION OF THE SOCIÉTÉ DES QAIS, DOCKS ET ENTREPÔTS DE ISTANBUL

LIMITS OF PORT.

NORTHERN = Line From RUMELI to ANATOLI Lights
SOUTHERN = " " SAN-STEFANO to FANARAKI Lights

Pilotage optional, except for ships mooring in GOLDEN HORN, and at Liners discharge berths.



ANBUL.

OCKS ET ENTREPÔTS DE ISTANBUL.



DISTANCES

to	
Zongouldak	115 Miles
Varna	143 "
Constantza	197 "
Sulina	257 "
Eupatoria	320 "
Odessa	342 "
Nikolaïeff	393 "
Kertch	431 "
Novorossisk	460 "
Taganrog	580 "
Batoum	583 "
Poti	580 "

CUTARI



INNER
HARBOUR

QUAY
COMPANY'S
WAREHOUSES

FEBRUARY, 1933.

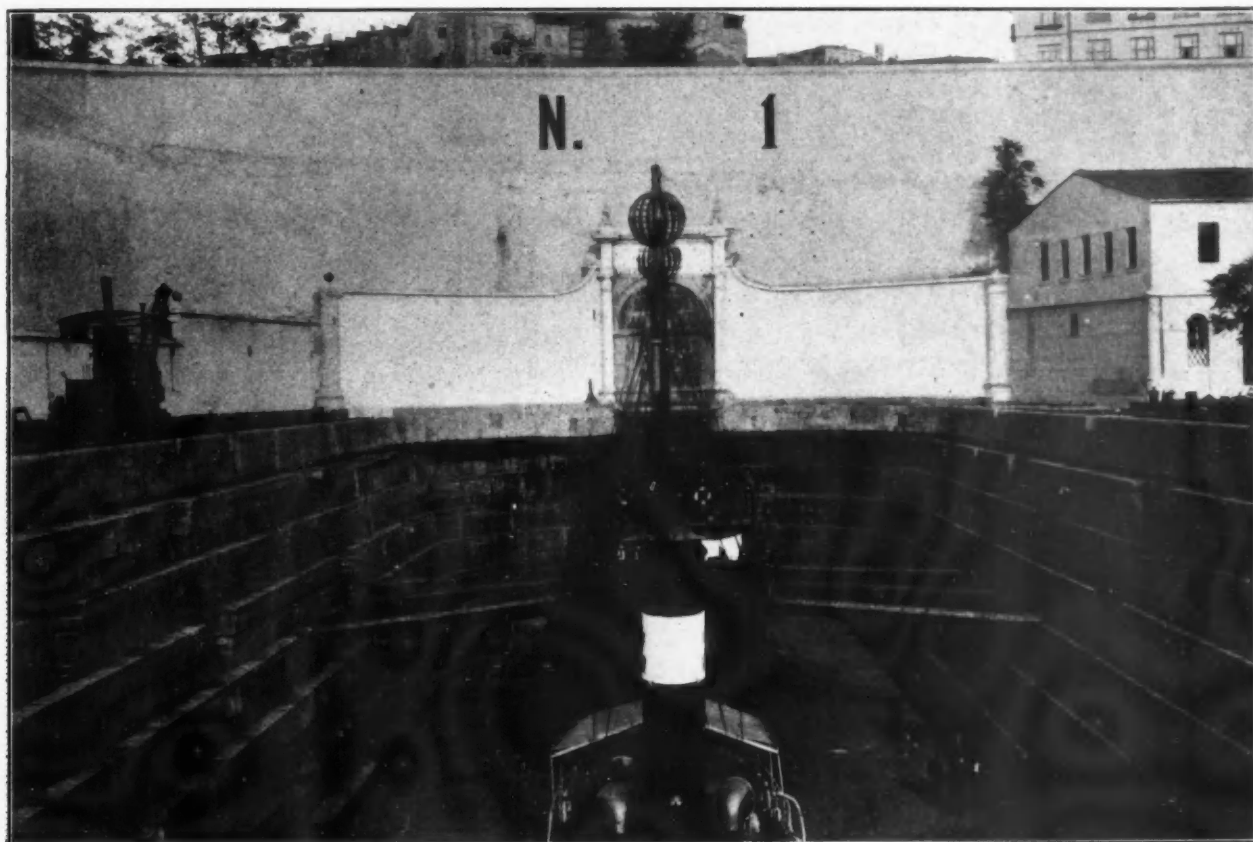


PORT OF ISTANBUL

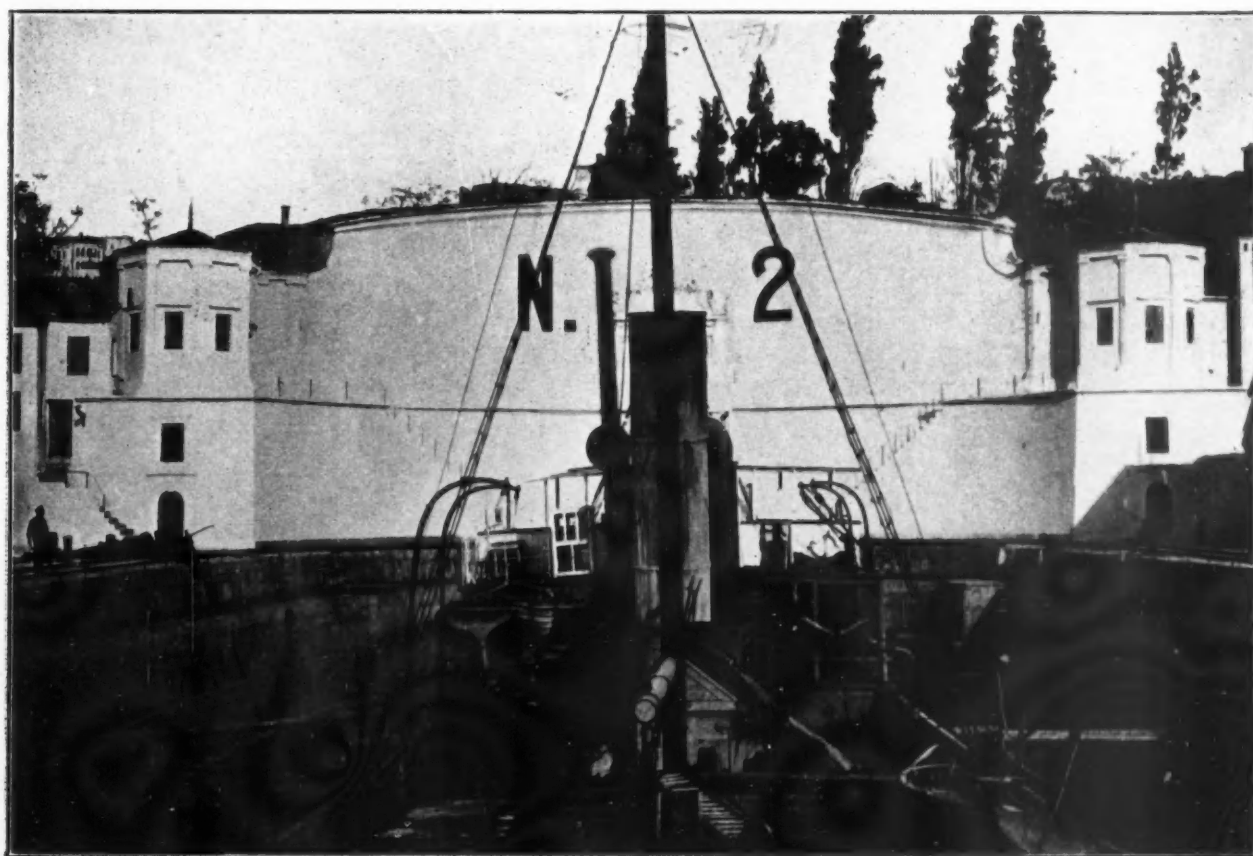
FROM THE PERSPECTIVE OF THE SOCIETY OF THE PORT OF ISTANBUL



The Port of Istanbul



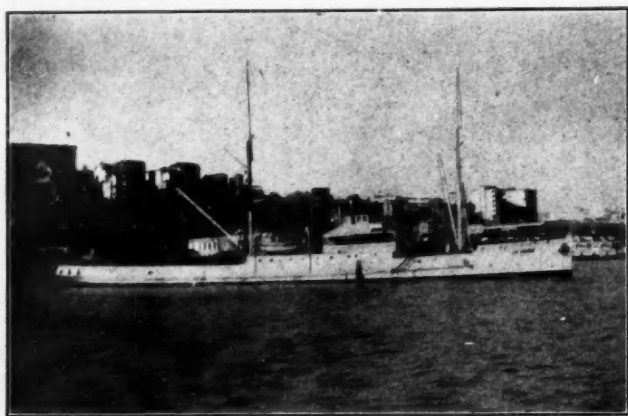
Dry Dock No. 1.



Dry Dock No. 2.

The Port of Istanbul—continued

Since the figures supplied by the Société des Docks Entrépôts de Istanbul only refer to general cargo as coal is handled at Kourou-Tchesmé, it is evident that the company handles only one-third of the general cargo unloaded at Istanbul and that consequently its figures cannot be taken as a basis for reaching any conclusion. There is no doubt that coal plays an important part in Istanbul shipping, and attention must be paid to the question of coal unloading which is still undertaken by means of baskets, and without any assistance from mechanical handling facilities.



One of the tugs of the Turkish Salvage Co., Ltd.

In examining the figures relating to Istanbul shipping it must be noted that most of the goods exported by sea and the bunkers taken both by foreign and Turkish ships are already included in the goods exported and consequently trade is registered twice. However, even if one estimates a total shipping at 1,800,000 tons the total average does not exceed 600 tons yearly for each metre of quayage, which is not a high figure. The harbour facilities at Istanbul cannot be considered as inadequate to the present development of trade, and, as a matter of fact, when during a certain period of 1929 imports had shown an extraordinary development in consequence of purchases made by importers in view of the next application of new import duties, no congestion was experienced.

However, when the large number of buoys, anchorages and consequent use of lighters which have to be used are considered it is evident that further improvement is very necessary with a view to speeding up operations and thus enabling all ships to anchor alongside the quays. It should be considered that at present many liners are remaining idle about a week alongside the quays while other ships are anchored at the buoys and must use lighters to unload. The reason for this is the fact that the payment of anchorage taxes in Turkey entitles a ship to remain at the quay for one week, and this does not happen elsewhere, as liners, after having terminated operations, leave space for other ships on the quay.

On the other hand the Custom House warehouse (30,000 square metres) is not used as a transit warehouse, but is used as an ordinary warehouse where goods remain over for years thus hindering the entry of other goods arriving. Undoubtedly the Custom House offers considerable advantages to goods in transit in this way, but this should not prevent the concession of goods to other warehouses where identical facilities should be given.

Future Development of the Port.

The Société des Quais, Docks et Entrépôts du Port de Istanbul has worked out a project viewing the extension of the Galata quays towards Tophané by about 500 metres and the construction of a maritime passenger station. This project includes furthermore the construction of a large number of electric portal cranes and of electric aerial transporters to carry goods from warehouses on the quays to those of the second range whenever it may be required by the situation of shipping. The area of the warehouses will be increased to 70,000 square metres.

This project has not been approved by the Turkish government which, as I have already stated, to take over the concession of the Anglo-French concern. It is certain, however, that the project represents everything that can be done in the existing Port of Istanbul and with the present situation of trade, especially if one takes into consideration the difficult technical conditions under which the Galata and Istanbul quays have been built. What the project does not consider is the question of the coal trade, and particularly of the bunkering of ships. The latter question could be settled by using the Haidar Pacha dock, where bunkering mechanical facilities could be fitted so that ships could bunker before entering or leaving the Bosphorus.

Nothing can be gained in considering the problem of the Port of Istanbul in respect to future opportunities as it must be taken into consideration that although there are good prospects, which will certainly materialise there is no doubt that this will not occur for 15 or 20 years when things may be so changed that a new port built now may not be of any use then, especially since new works may be developed outside the Golden Horn. This view is confirmed by the fact that the Turkish authorities themselves, when considering the idea of the creation of a free port had thought of establishing it at Yediköy on the side of the Marmara Sea on the railway line to Istanbul, Edirne and Sophia.

Countries participating in Trade at Istanbul.

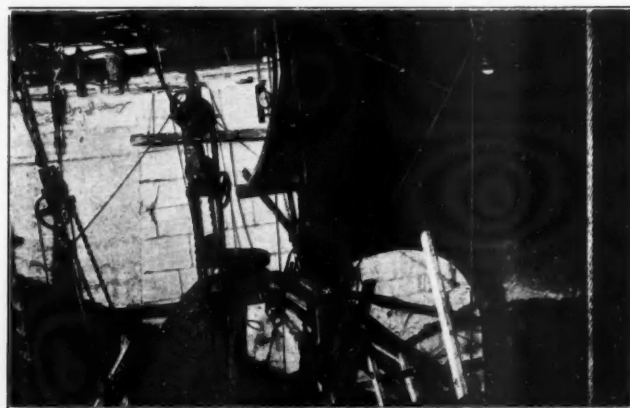
The question of the Port of Istanbul may be interesting if considered also from the point of view of the development of the participation of the various flags, of the share of each foreign port in the relationships with Istanbul, and, finally, of the competition of Istanbul and Piræus.

According to statistics which have been published by the Turkish authorities the following is a schedule of the various flags which have participated in Istanbul shipping in the years 1928 and 1929:—

	Goods Imported as a Whole		Goods discharged in the Port		Goods in Transit	
	1929 Tons	1928 Tons	1929 Tons	1928 Tons	1929 Tons	1928 Tons
British ...	91,953	60,722	89,835	59,056	2,711	1,655
Italian ...	98,308	87,068	94,948	84,690	3,360	2,378
German ...	71,074	81,587	70,315	80,366	758	1,221
French ...	42,515	51,407	41,903	50,907	700	611

It will be seen that the British and Italian flags occupy the main position in shipping at Istanbul and both have shown an improvement during 1929 in respect to the preceding year, while the French and German flags have shown a decline. The British flag is represented by the Cunard Anchor Line, by the Lawrence Westcott, etc., while the Italian line is represented by the Lloyd Triestino and the Società Italiana, dei Servizi Marittimi. While the greatest number of the British and Italian steamers are proceeding to the Black Sea, the German lines have many ships which do not go further than Istanbul, and recently a direct service between Hamburg and the Bosphorus was established.

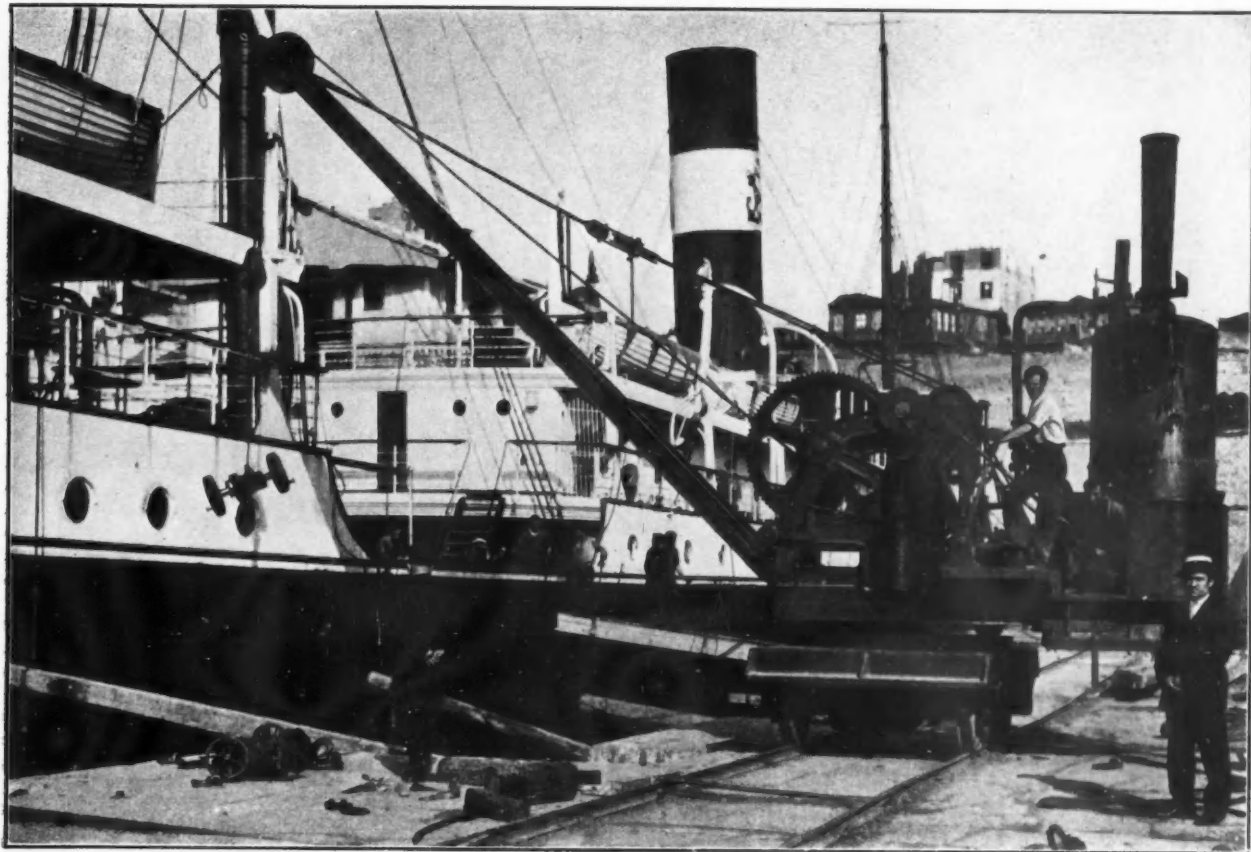
However, the competition in trade between Istanbul and the North Sea, on one hand owing to the facilities offered by the various lines such as the Deutsch Levant Line, which was established about a year ago, and, on the other hand the activity shown by the Roumanian State Shipping Department which is trying to attract towards Roumanian ports, passengers and trade bound to Berlin and Warsaw by delivering through tickets and bills of lading. There is no doubt that since the sea route between Istanbul and Constanza is shorter than the sea route to any other Mediterranean port a certain advantage is also offered to passengers. Owing to the low cost of living in Bulgaria during the summer many Czechoslovak and Polish tourists are attracted to Bulgarian resorts and this facilitates the activities of the Roumanian lines.



Repairing Stern-post of Ship in Dry Dock.

The main item of Italian shipping is undoubtedly the express service maintained by the Lloyd Triestino which carries passengers from Istanbul to London in about 4 days, and it ought to be remarked that the geographical position of Brindisi and Venice in respect to Paris and London is such that it is very unlikely competition would be undertaken to the activity of the Lloyd Triestino. If it is considered that the success of this line in the last few years with ships travelling at 15 knots it can easily be seen what prospects this service has if the ships employed can have their speeds increased to 18 or 19 knots. In addition to this express service the Lloyd Triestino maintains connections with Syria, India, Japan, etc., through the combined schedules which this old concern have established.

The Port of Istanbul



A Steamer in Dry Dock.



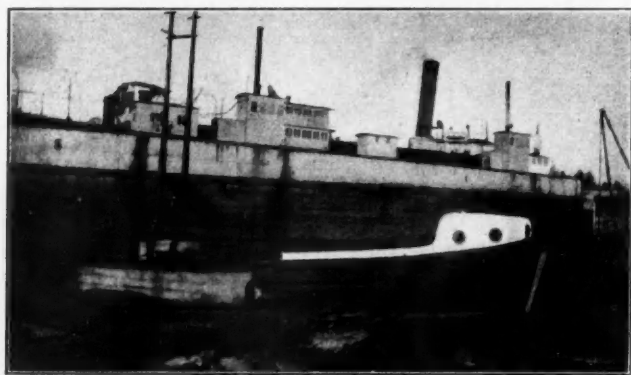
Liners at Galata Quay.

The Port of Istanbul—continued

The French lines started about a year or so ago, a competition against Italian lines and have added on these services the up-to-date motor ships "Théo Gauthier" and "Jean Laborde" (8,000 tons), also dropping rates, but, as can be seen, such steps have not met with much success, although there is no doubt that the French have obtained a fine organisation of their agencies at Istanbul through the incorporation of a single one.

Turkish shipping activity has grown in the last few years with the support of the government and the tonnage under the Turkish flag has thus increased. The Seiri-Sefaine (Turkish State Marine Department) has purchased some of the Dutch liners formerly engaged in the trade with the Dutch East Indies and with these ships they have established a regular express service from Istanbul to Piraeus and Alexandria. Since the liners represent a considerable improvement in respect to previous ships, and since the Turks are doing their best to meet the up-to-date requirements of passenger services, there is no doubt that while their lines may be an important factor of competition in the Mediterranean trade, especially since the fact of their flying the Turkish flag plays an important influence among Mohammedan populations, particularly in connection with food, etc., and it is rather doubtful if foreign tourists will be induced to change the preference they have for certain lines, for the same reason that the Turks prefer their own ships.

The Soviet mercantile marine has played an important part in the Aegean Sea ports trade and have recently started very rapid services, lowering actual under-cost fares.



Dock of the Northern Bosphorus Floating Dock Co., at Stenia.

It is interesting to view the Port of Istanbul, as regards foreign shipping which is the basis of the development of trade, as only foreign liners can maintain the connections necessary for the increase of Turkish exports, and consequently must be helped and not hindered by the Turkish government, it is necessary also to consider the connections of Istanbul with the various leading ports of the world since these may be an important factor in the development of Istanbul shipping. In this connection it may be interesting to examine the following figures regarding 1929 trade:—

Eastern Mediterranean and Black Sea.

	Imports Tons	Exports Tons
Russian Ports	287,444	3,624
Egyptian Ports	20,177	6,500
Syrian Ports	4,825	2,093
Bulgarian Ports	3,744	718
Greek Ports	1,597	9,183
Hedjaz Ports	219	34
Chinese Ports	60	—
Roumanian Ports	85,578	2,600
	403,644	24,752
Western Mediterranean.		
Italy	63,193	19,928
France (Mediterranean Sea)	43,000	13,300
Other Countries	1,000	800
	107,193	34,028
North Sea.		
United Kingdom	138,000	6,000
Germany	69,153	5,187
Belgium	57,137	1,923
France (North Sea)	6,000	1,000
Holland	23,939	800
Sweden and Norway	4,602	438
	298,831	15,348

It will be seen that the largest portion of Istanbul trade is represented by imports from the Black Sea, and this confirms the fact that no other eastern harbour is influenced by the development of the economic situation in Russia than Istanbul. On the other hand it is certain that North European ports import to Istanbul nearly three times the quantity of goods im-

ported by Western Mediterranean ports and it can be understood why North European ports offer better rates than Western Mediterranean ports although they are nearer to Turkey than Hamburg, Bremen, Rotterdam or Antwerp. Since a large number of European trusts—and particularly Germany and Sweden—are engaged in important railway construction in Turkey for which they have to supply the necessary rolling stock, there is every possibility of trade with the North Sea still increasing.

Of great importance in connection with the study of Istanbul shipping, is the position of this port in respect to Piraeus and it may be worth while considering the following comparison:—

	ISTANBUL*		PIRAEUS	
	No. Ships Calling	N.R.T.	No. Ships Calling	N.R.T.
1905	—	—	5,350	3,250,000
1927	9,486	4,629,836	8,195	5,991,885
1928	9,346	5,026,930	8,132	6,379,896
1929	7,957	5,276,374	—	—

*Figures relating to Istanbul trade only and excluding transit trade.

It will be seen that since 1927 the number of ships calling at Piraeus has increased in respect to the ships calling at Istanbul, and this can easily be understood if it is considered that since, Syria and Palestine are no longer under Turkish jurisdiction there is no reason why ships bound to those ports should call at Istanbul after Piraeus; Syrian and Palestine ports having established direct connections with western harbours. However, if the ships in transit through Istanbul are also taken into consideration the predominance of the Turkish ports appears evident and it is rather doubtful whether under such circumstances Piraeus may attract any ships in transit to Russian ports.

It may be worth while considering in this respect the position of the two harbours in connection with the coal bunkering trade. It should be noted that no mention is made in the Greek statistics as to the quantity of coal taken as bunkers by Greek coastwise shipping trading in Greek waters. If it is considered that the whole Turkish mercantile fleet represents not even 25 per cent. of the whole Greek fleet and that, as a matter of fact, about 80 per cent. of the ships calling at Piraeus come from Greek ports it will be possible to get the right idea of the situation, as it is evident that a much larger share of coal bunkers at Istanbul goes to Turkish ships. The figures for 1928 may be resumed as follows:—

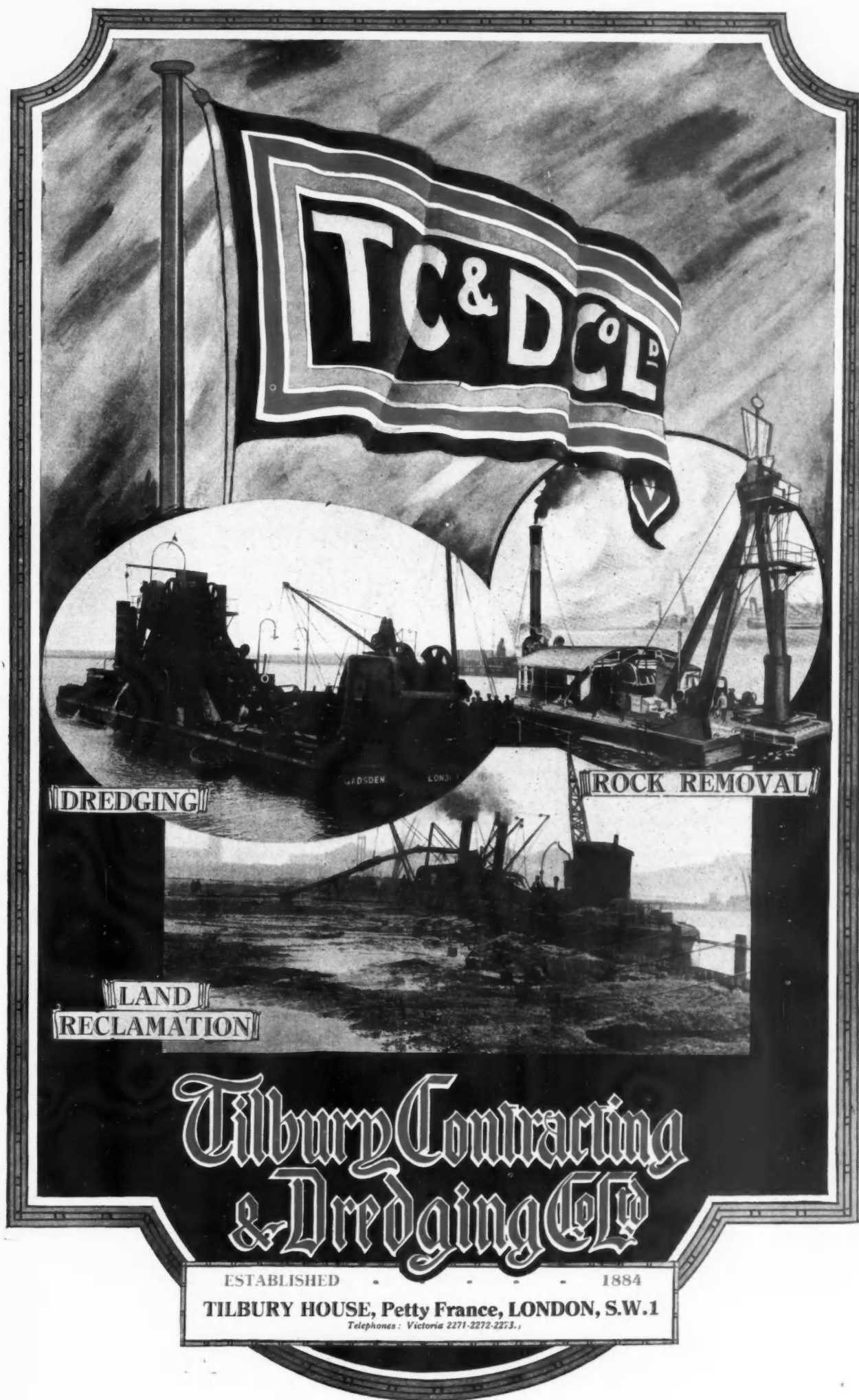
	ISTANBUL Tons	PIRAEUS Tons
Coal Imported	653,917	655,000
Coal Bunkered	385,450	495,000
Foreign Ships	218,054	—
Turkish Ships	167,396	—

The two harbours are not in the same position in connection with the bunkering trade to foreign ships. As a matter of fact the average coal bunkers taken by each ton of the net register tonnage of ships which called at Piraeus during a year reached 12 tons yearly, while at Istanbul it reached only 10 tons, but over the 12 tons taken at Piraeus there was 80 per cent. of coal loaded on Greek ships and 20 per cent. loaded on foreign ships while at Istanbul it is just the reverse.

To conclude, the question of the Port of Istanbul is strictly connected (1) with the future of the Russian and in general the Black Sea trade; (2) with the change of view of the Turkish authorities that the port cannot be regarded merely as a source of income, from a fiscal point of view, but from a strict commercial point of view, and (3) with the facilities which will be granted to foreign ships bunkering at Istanbul. These factors will play an important part in the future of shipping at Istanbul, although there is no doubt that the competition of the two harbours will always be limited to transit trade with liners between the Western European and the Palestine and Syrian ports, and never in connection with the tramp trade with the Black Sea harbours. This question has little importance in connection with the shipping and harbour organisation of the country, and it is highly improbable that Turkey will again attract trade with Palestine and Syria to Istanbul even if they do establish a free port at Yedi-Koulé. This question will be settled only by an increase of commercial activity at Istanbul.

Traffic on West German Canals

Traffic on the West German canals in November was rather poor. Up-canal transports of ore from Emden showed a small increase, but shipments of coal slightly decreased, as against October. Several cargoes of iron for Russia were noticed, also small quantities of ammonia and stone. A few up-canal shipments of grain and ore had to be partially stocked. There was no traffic in pit props. Coal transports to Hanover remained unchanged and poor, whilst those to Hildesheim showed a decrease as against October. An increase was noticed in coal transports to Peine.



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Notes from the North

New Plant for Preston.

A PRESTON firm of corn merchants, Messrs. Sykes, are to spend £12,000 on the erection of new grain discharging and storage plant at Preston Dock. It is only four years ago since they began grain handling at the docks, and in that year they imported 6,728 tons. Last year they had increased to 28,821 tons. The firm now intend to instal a pneumatic grain discharging plant, and also erect a grain silo capable of storing approximately 2,000 tons. The silo is to be built at the north end of the transit warehouse, taking up two of the existing bays. The added facilities will increase the imports, and the Corporation will derive considerable benefit from the additional income. At the last Town Council meeting Alderman Lucas, dealing with other dock matters, announced that in the last few weeks a new traffic began with the arrival of a vessel from Jacksonville, U.S.A., with a cargo of oyster shells and resin. "The oyster shells were for the poultry trade," he said, "and we are hoping that this new traffic will develop." Alderman Herbert commented upon the fact that the traffic returns at the dock for November, 1932, were considerably lower than for November, 1931. No doubt this was due in a large measure to the ban on Irish cattle. He asked if any effort had been made to secure a portion of the Canadian cattle trade. Alderman Lucas assured him that efforts were being made continually to attract new trade, and added that in spite of the decreased returns, compared with last November, the committee were well satisfied with their position. "Besides the loss in the cattle trade to Ireland," he added, "we are down on coal exports to that country, and when we compare this November with last, we have to remember that last year there was a big rush of timber about that time by people anxious to get their supplies through before the duties were imposed."

Mersey Tunnel Finance.

Sir Thomas White, Chairman of the Mersey Tunnel Joint Committee, discussing the proposal to borrow £1,522,000 and extending the toll period from 25 to 40 years, to cover the extra cost of tunnel works, states that in 1925 they expected the scheme to cost roughly £5,000,000. That figure was today exceeded by £2,873,000, making a total of £7,873,000 expended on land and easements and things of that kind. Capitalised interest to-day was £750,000, and on top of that there was £40,000 for contingencies. One of the previous Acts equipped this great undertaking with an additional entrance on the Birkenhead side, calculated at that stage to cost £222,000. It cost £480,000. The tunnel itself has been lengthened close on 2,000-ft.—another £440,000. A consequential increase in ventilation amounts to £60,000. The Holland Tunnel, New York, cost £200 per track foot to build, against £100 odd in the case of the Mersey Tunnel, and it was not nearly so great either in length or diameter. And the American tunnel had taken twice as long to build as had been expected. The Mersey Tunnel raised problems which no engineer in the world's history had ever dealt with before—in fact, it was the largest thing of its kind in the universe.

The opening date of the Mersey Tunnel has been fixed provisionally for June, 1934. Possibly the ceremonial opening will be deferred until the completion of all the six ventilation buildings in their permanent form. Four of the stations, it is understood, will be ready by about the middle of next year, but some months longer will be required for the completion of the buildings at George's Dock, Liverpool, and the Morpeth Dock, Birkenhead. To enable traffic to use the tunnel in July next year, it is proposed to erect temporary buildings on the two riverside sites to house the ventilating plant, and the extra cost of that is estimated at between £40,000 and £50,000. Such an expenditure is held to be justified as the traffic revenue will probably cover the extra cost, and possibly contribute something towards the £150,000 payable annually in interest on borrowed capital.

Lytham Sea Wall.

Lytham St. Annes Corporation has appointed a special sub-committee to inspect the sea wall on the outer promenade. The surveyor has reported that the wall has become a very patched-up affair and a matter of public concern.

Egremont Improvements.

Work on the reconstruction of Egremont Ferry (River Mersey) is proceeding as rapidly as can be expected, but much depends on the state of the tides. There are about thirty men now employed on the work. When the spring tides come the contractors will be able to work on the shore and get down to the foundations.

Noted Engineer's Death.

Mr. Thomas Ascroft Walker, Chairman of Messrs. Walker Brothers (Wigan), Ltd., engineers, etc., who died recently at the age of 88 years, was the founder of the firm which has the main contract for the ventilation of the new Mersey Tunnel. Walkers have been responsible for the air compression equipment of the Blackwall and Rotherhithe Tunnels under the Thames, and also the Severn Tunnel, which was opened about 1886. Local interest centres, however, in the success of one of their earliest achievements, which was the ventilating of the old Mersey Tunnel.

Port of Manchester.

Raw cotton imports at Manchester at the beginning of December were 115,133 bales against 126,236 bales last season. The total for the season 1931-32 was 785,057, compared with 676,966 the previous season, and 684,982 the season before. Imports of oil and spirit have been greater so far, maintaining Manchester's position as the second oil port in the country. The total for the year is expected to show a material increase on the 270,000,000 gallons of petroleum which can be dealt with there. There has been a very large increase in imports from New Zealand, which have increased by at least 200 per cent., the most striking example being butter.

Alexandra Dock, Liverpool.

Arrangements have been made by the Mersey Docks and Harbour Board and the Liverpool Overhead Railway Company to improve the approaches to the Alexandra Dock Station. Hitherto passengers alighting there from trains going north had to descend a staircase which has left them inside the dock wall and caused them to walk some distance before reaching the dock-gate giving access to the street. Alterations to the dock wall now permit passengers from trains going north, and also those joining trains going south, using staircases both of which lead directly from the street.

New Fleetwood Plant.

Metropolitan Vickers Electrical Co., Ltd., of Manchester, have supplied for use at Fleetwood a specially designed mobile winch which can be transferred as desired to any position along the fish quay most suitable for the particular trawler whose catch is to be landed. Complete control of the fish-landing winch is in the hands of the operator, who by depressing a push button can start or stop the winch instantly. The electrical supply for the winch is conveyed by means of a portable trailing cable which is connected to one of the many power points available in the docks. In the event of any failure of the electrical supply system, a special brake on the winch is automatically applied, thus ensuring safety in the work of unloading the trawlers. The electric power cost for unloading a trawler with a catch of 40 tons is approximately 2s. 6d., while the attendant labour costs on the ship are considerably reduced. These winches are, of course, great time-savers.

Mersey Ferries Progress.

Since the Wallasey ferries were acquired by the Corporation in 1857, there have been remarkable developments. More passengers are now carried during a summer week-end than in the whole of the year 1870, while the vehicles carried in a day are as many as in a year then. During the last twenty years 468,000,000 passengers have been carried without loss of life, and at present 26,000,000 passengers and half a million vehicles are being conveyed yearly. Regular users of the ferries are carried at net cost and holders of long term contracts at below cost.

A record was established in 1932 in the number of vehicles transported across the Mersey by the Birkenhead Corporation ferries, the figure of 1,055,049 being an advance of almost 37,000 on 1931, which in turn was 3,000 odd higher than 1930. The lowest number carried since 1912 was in 1919, when only 284,000 vehicles used the luggage boats.

Wallasey Ferries Committee has accepted the tender of Messrs. Cammell Laird and Co., of Birkenhead, for the construction of a new barge for the ferry service for £9,700. The new steamer is to replace the oldest vessel of the fleet, the coal barge "Emily," which has been on the service for thirty-six years and will now be scrapped. Her successor will be a much larger vessel and will have a new feature in the shape of machinery for manipulating the mooring chains at the three Wallasey landing stages. The lowest of the tenders sent in was £700 less than the Birkenhead tender, the acceptance of which was urged on the ground that it will provide employment for Merseyside workers, and that it is better to spend £9,700 here than to give a £9,000 order to another district.

*Notes from the North—continued***Sea Defences Threatened.**

Rhyl Council is taking a serious view of the repeated reports by the surveyor, Mr. A. A. Goodall, that serious damage is caused to Rhyl beach through coast erosion and the alteration in the course of the River Clwyd. It is stated that the river is rapidly taking a more western course along the beach. A movement has been launched by the Council to get the county authorities interested in the problem on the grounds that it affects the whole area. It has been decided that a substantial wall should be constructed as a precaution against further encroachment. Only a few months ago the surveyor reported that the standards of the old pier, which had been cut off level with the beach, had in twelve months projected several feet, and the Council had been notified by Trinity House that it should be marked as a danger to shipping.

Coast erosion problems are also causing much anxiety to property owners on the Lancashire coasts of the Mersey estuary. Mr. Herbert Feilden, of Blundellsands, states that the annual displacement by water of millions of tons of sand and mud, whether dredged or washed away by a stream, cannot but have unusual effect upon the adjoining shores. And when high tides coincide with westerly gales, the heavier waves and their erosive effect is most noticeable. The revetment, by changing the tidal currents there, may also be partly responsible for Formby erosion. The case of Formby is, however, different to Blundellsands. At Formby a simple erosion of sandhills is taking place at high tides and during gales, but the shore remains the same, whereas at Blundellsands the coast has been so undermined and swept away that a long valley of deep water has replaced the shallow beach of years ago. The river is approaching nearer to the road; the Hall Road Dock Board landmark is now down in the river bed, with a list of twenty-five degrees, and the erosion of mudbanks increases almost daily.

Ellesmere Port Fire.

One hundred thousand gallons of petrol were destroyed at the Ellesmere Port oil and spirit depot of Shell-Mex and B.P., Ltd. The tank involved was 35-ft. high and 800 tons capacity, but more than half the spirit had been withdrawn some days before, and 300 tons remained. It stood in a cluster of about eight B.P. reservoirs, several having three times the capacity, but this group is a considerable distance from the much larger collection of huge Shell-Mex tanks on the other side of a wide road leading to the Ship Canal.

Ellesmere Port is the Mersey's huge oil port, and the Shell-Mex Company owns there 37 biscuit-coloured tanks, which can contain nearly 27,000,000 gallons. They have also a refinery which employs 400 people. To minimise the danger of the spread of fire, the refineries are a mile out of town, and ships discharge their cargoes on the south side of the Manchester Ship Canal. The oil is then carried many hundred yards by specially laid main pipes 70-ft. below the ground level and 40-ft. below canal bed to the main storage tanks. Nearly 70 are grouped on the 300 acres reserved for the oil industry, and there is a storage capacity of over 60½ million gallons of crude oil, petroleum and motor spirit. Most of the development of the new area has been made since the war.

The oil refineries of the district had a somewhat romantic beginning. "Low flash" oils—that is, oils that are easily ignited—were banned on the Manchester Ship Canal beyond Stanlow. This led to the construction of an oil dock and depot there, and from these small beginnings the great industry of to-day has grown. Other industries, in which the by-products left over from the crude oil are used, have followed these beginnings. The damage caused by the fire is estimated at between £3,000 and £4,000. The petrol in the tank, of course, was not taxed, and therefore would work out at something like 9d. a gallon, and the cost of the tank at something like £1,000.

Birkenhead Ferries Enterprise.

Although the new Mersey tunnel is rapidly approaching completion, there is no abatement of enterprise on the part of the ferry authorities. Birkenhead has on order a new ferry boat, which was launched a few days ago from the Cammell Laird shipyard. The new vessel, named the "Bidston," is a twin-screw steamer, and is intended for the Woodside service. She is 158-ft. long, 41-ft. wide, 11-ft. 9-in. moulded depth, and is designed for a speed of about 12 knots. The general design is after the standard of other steamers on the Birkenhead service. The machinery consists of two sets of four-cylinder inverted triple expansion balanced engines driving twin-screws. Michell bearings are fitted. Steam at 180 lbs. pressure is supplied by two-cylindrical Navy type boilers, each having three furnaces working under natural draught. There is a full complement of auxiliary machinery, including independent air and circulating pumps, feed pumps, feed filters and heaters.

Manchester Items.

Although the complete traffic figures of the Manchester Ship Canal Co. for the year 1932 will not be available for some little time, a reduction in the tonnage of merchandise passing through Manchester Port may be anticipated, and in consequence a corresponding reduction in gross revenue. With the decline in United Kingdom overseas trade, exceeding 120 millions for the first nine months of the year, conditions could not well be otherwise. The oil interests on the waterway continue to expand, and it is now the second most important centre in the kingdom for the importation and storage of petroleum spirit. The total tankage capacity at Stanlow Oil Port, where petroleum spirit is handled, and at other points on the Ship Canal, now exceeds 115,000,000 gallons.

Two important development works which have been carried on during the year have been the new oil dock at Stanlow and the new wharf and lay-by at Irlam. Both these works were commenced in 1931; that at Irlam has been completed; the oil dock will be opened in the near future. The recent decision of Bowater's Paper Mills to double their plant at Ellesmere Port means another important industrial extension on the waterway.

Manchester Dock and Warehouse Extension Co. and Manchester Ship Canal Warehousing Co. have declared interim dividends of 2½ per cent. in respect of the year ending June 24th next. For eight years now the total distribution on the £250,000 of ordinary shares of the Dock and Warehouse Extension Co. has been 5½ per cent., and over the same period the annual distribution on the £100,000 of ordinary capital of the Warehousing Company has been 6 per cent. In view of the terms of the companies' agreements with the Ship Canal Company, the smaller traffic through the Port of Manchester this year is not likely to have had much effect on their revenues.

New River Wall.

Liverpool Corporation Health Committee has accepted the tender of Messrs. Nott, Brodie and Co., Ltd., Bristol, for the erection of coping blocks, etc., on the New River Wall forming part of the Otterspool Improvement Scheme, in accordance with specifications, plans, quantities and general conditions prepared by the City Engineer, for the sum of £5,555 2s. 2d., subject to a contract to be prepared by the Town Clerk.

Isle of Man Harbour Board.

The Isle of Man Receiver General and other members of the Harbour Board visited Peel recently at the request of the Peel Commissioners, who have made representations for the removal of the remaining portion of the shore wall, which is a part of the Harbour Board's property. It is understood that the Harbour Board has consented to the Peel Commissioners' request that the wall be removed.

Notes from Germany

German Rhine Traffic in Transit through Holland.

In an article in the "Bergwerkszeitung" of December 11th the German share in Holland's transit traffic on the Rhine, which does not appear in the Dutch trade balance, is estimated at 22 million tons, and 30 million tons in normal years. The total turnover in the harbour of Rotterdam was 28.4 million tons, of which 18.7 million tons were in transit. Of these 18.7 million tons, 16 million tons consisted of German goods. The earnings of the Dutch in 1931 through that traffic of German goods are estimated at 80 to 90 million marks. Seventy-six per cent. of the total ships travelling on the Rhine from Holland to Germany sailed under the Dutch flag, whilst only 14 per cent. carried the German flag. In the opposite direction, i.e., from Germany to Holland, 79 per cent. of the ships were under Dutch colours and only 14 per cent. were German.

Traffic in Dortmund Harbour in November, 1932.

Arrivals: 392 loaded and 78 empty vessels with 169,154 tons of goods, including 129,820 tons of ore. Departures: 179 loaded and 282 empty vessels with 69,993 tons of goods, including 37,872 tons of coal. Total turnover: 239,147 tons, as against 107,599 tons in November, 1931.

Wanne Harbours (West).—Arrivals: 12 loaded and 380 empty vessels. Departures: 382 loaded and 2 empty vessels. Turnover: 191,759.5 tons of coal and 7,419.5 tons of other goods.

Wanne Harbours (East).—Arrivals: 103 loaded and 8 empty vessels. Departures: 8 loaded and 103 empty vessels. Turnover: 650 tons of coal and 7,846.7 tons of other goods.

The Port of New York

Latest Data issued by the Bureau of Commerce

Foreign Trade Zones.

RECENT discussions of the possibility of establishing one or more foreign trade zones at the Port of New York have stimulated interest in the possibilities of increasing our trans-shipment and re-export business for the benefit of American shipping, warehousemen, dock labourers, exporters and importers.

Commissioner Howard S. Cullman, of the Port of New York Authority, in a radio speech broadcast on December 30th, pointed out that the Port of New York is one of the most advantageous places in the United States for a foreign trade zone, because it is at the cross-roads of shipping lanes. Commissioner of Docks McKenzie, of New York City, in his last annual report, urged that the problem of the city's unused Staten Island piers could be solved by creating a free port in Staten Island. Professor Nicholas Murray Butler, of Columbia University, incorporated in his recent suggestion for reorganisation of the New York City Government a proposal that Staten Island be set aside as a free port.

"The Commerce Bulletin" of March, 1932, pointed out that no foreign trade zones can be established in the United States until such time as Congress shall authorise them by appropriate legislation.

One Bill introduced by Senator Jones of Washington (S 1676) is now before the Commerce Committee of the Senate; another (HR 9206) introduced by Representative Celler, of New York, is before the Ways and Means Committee of the House. Still another, similar in principle to the identical Jones-Celler Bills, but shorter in form (HR 4726) (Representative Welsh) is also before the Ways and Means Committee. The Port of New York Authority has endorsed the principle of foreign trade zones, and last March requested the New York and New Jersey Senators and the Representatives of Districts within the Port of New York to aid in expediting passage of the necessary legislation.

A free port or foreign trade zone is a vestibule outside of the Customs limits of the United States within which goods in transit between two foreign countries may be unloaded, stored, blended, repacked and otherwise processed without burdensome customs regulation. If any of this merchandise is brought through the customs barrier into the United States for domestic sale it pays the regular duty.

The value of such a foreign trade zone lies in the additional trade furnished to vessels plying to and from the port, furnished to warehousemen establishing themselves in the free port, and furnished to importers, exporters, processors and packers who desire to conduct their operations on American soil and give employment to American labour without incurring the expense and annoyance of the burdensome custom formalities now involved in the use of bonded warehouses or the collection of "draw-backs" of duty paid on imported goods subsequently re-exported.

The types of trade which would be stimulated by the establishment of a foreign trade zone within the Port of New York would be:—

- (a) The in-transit trade.
- (b) The trans-shipment trade.
- (c) The re-export trade.

In-transit trade covers the movement of foreign goods entering the United States at a border point and moving overland across the country in bond to a port of export for shipment beyond to another foreign country. An example is the transportation of Canadian wheat in bond from Buffalo to New York and thence to United Kingdom, Belgium or France.

Trans-shipment trade is that which is unloaded by a vessel coming from one foreign port and reloaded into another vessel going to a second foreign port, the transfer taking place at the Port of New York.

Re-exports cover goods entered in bond in a warehouse and subsequently withdrawn for export to a foreign country. Such warehouses include manufacturing warehouses where wheat may be milled into flour, bonded smelting and refining warehouses where ores and crude metals may be refined for export, and bonded storage manipulation warehouses where goods may be repacked, sorted and cleaned, and subsequently withdrawn for exportation, and bonded storage warehouses where goods may be held for a period up to three years for subsequent withdrawal and export to foreign countries.

Re-export trade also covers the export abroad of products manufactured in whole or in part from imported raw materials. In certain instances the exporter who has paid duty upon the

imported raw material may secure a "draw-back" equivalent to 99 per cent. of the duty paid upon proof that the re-export contains a given quantity of duty-paid, imported material. Exports of refined sugar, condensed milk, and confectionery, are entitled to "draw-backs" on the quantity of duty-paid cane sugar contained therein; likewise linseed oil and cake manufactured from imported flaxseed; steel bars made in part from imported manganese ores; and cigarettes made from imported cigarette leaf.

The in-transit and trans-shipment trade at the Port of New York for the calendar year 1931 amounted to \$121,113,103, or 70 per cent. of the total of \$172,393,213 for the United States as a whole.

In prior years it was of even greater importance, as follows:—

		New York	United States
		\$	\$
1928	...	248,764,000	426,744,000
1929	...	231,405,000	347,569,000
1930	...	178,633,000	263,571,000

The value of articles imported for manufacture and re-export in bonded warehouses in the United States were as follows:—

			\$
1928	...	...	23,497,000
1929	...	...	15,860,000
1930	...	...	19,705,000

The value of crude metals and imported ores entered for smelting and refining in bonded warehouses in the United States and re-exported were as follows:—

			\$
1928	...	...	289,428,000
1929	...	...	174,103,000
1930	...	...	39,909,000

The value of re-exports of foreign goods stored in bonded warehouses were as follows:—

		New York	United States
		\$	\$
1928	...	38,416,000	98,258,000
1929	...	30,875,000	83,912,000
1930	...	26,111,000	62,009,000

The value of "draw-backs" refunded on duty-paid raw materials combined in goods manufactured for export were as follows:—

		New York	United States
		\$	\$
1928	...	9,859,000	13,195,000
1929	...	10,779,000	14,926,000
1930	...	7,270,000	12,578,000

The "draw-backs" of approximately \$15,000,000 paid in 1929 aided in creating exports valued at \$265,044,000.

The above tables give some idea of the present value of the trade which would be facilitated and expanded by the creation of foreign trade zones.

The Port of New York stands at the cross-roads of shipping lanes and is a convenient point at which to trans-ship, store, manipulate, or repack goods moving between two foreign countries. The frequent steamship service between New York and all ports in the Western Hemisphere makes it a convenient gateway for Canada, the West Indies, Mexico, Central and South America, as well as the United States.

An analysis of the origin and destination of the in-transit and trans-shipment trade of the Port of New York for July, August and September, 1932, showed the following percentage distribution:—

In-Transit and Trans-Shipments Trade at the Port of New York by Countries July-September, 1932.

Countries		Origin Per cent.	Destination Per cent.
Canada	...	47.5	0.1
United Kingdom	...	12.5	14.7
Germany	...	3.5	7.9
Cuba	...	5.0	4.9
Belgium	...	0.7	8.9
Peru	...	8.1	0.2
Italy	...	1.2	6.7
France	...	1.3	6.3
Netherlands	...	2.2	5.2
Mexico	...	1.7	4.9
Spain	...	1.1	2.8
Chile	...	0.7	2.6
All Others	...	14.5	34.8
		100.0	100.0

The Port of New York—continued

The foregoing presents a picture of the many trade routes diverging from New York, covering the world like a huge web. These routes are not confined to the North and South Atlantic, but extend to the Pacific and Far East *via* the Panama Canal, and the Near East *via* the Mediterranean and Suez. As a trans-shipment point the Port of New York may be likened to a great railroad centre towards which freight converges from every part of the world, to spread out again to every part.

Value of Foreign Trade at the Port of New York.

The value of foreign trade at the Port of New York in October, 1932, amounting to \$92,754,000, represents a decline of 41 per cent. from that of the same month in 1931.

	1932	October 1931	Net Change	
	\$	\$	Amount	Per Cent.
Exports ...	38,279,000	65,361,000	-27,082,000	-41.4
Imports ...	54,475,000	92,054,000	-37,579,000	-40.8
Exports and Imports	92,754,000	157,415,000	-64,661,000	-41.1

The falling off in the value of foreign trade of the country as a whole during the month was 30 per cent. The greater decline at New York is due to the fact that cargo moving out of New York consists mainly of manufactures, such as industrial machinery, automobiles, etc., all of which have a relatively high value, and any appreciable curtailment of shipments of such articles is therefore reflected very prominently in the foreign trade value figures of New York.

Exports of industrial machinery and automobiles during September, which are the latest commodity figures available for the Port of New York, were valued at \$6,799,418, as compared with \$17,854,081 in that month in 1931. This is a decline of 62 per cent., or \$11,054,673 on these two items only, and represents more than one-third of the total decline of exports in September.

The value of foreign trade for ten months—January to October for 1932 and 1931—was as follows:—

	1932	January-October 1931	Net Change	
	\$	\$	Amount	Per Cent.
Exports ...	398,957,000	760,801,000	-361,844,000	-46.2
Imports ...	551,521,000	887,258,000	-335,737,000	-37.9
Exports and Imports	950,478,000	1,648,059,000	-697,581,000	-42.3

Vessel Movements in Foreign Trade.

Entrances and clearances of vessels in foreign trade at the Port of New York in November, 1932, were 18 per cent. and 14 per cent. respectively lower than in November of 1931.

	1932	November 1931	Net Change	
			Amount	Per Cent.
Entrances, No. of Vessels ...	362	443	-81	-18.3
Clearances, No. of Vessels ...	383	446	-63	-14.1
Entrances, Net. Reg. Tonnage	1,755,745	2,052,538	-296,793	-14.5
Clearances, Net. Reg. Tonnage	1,827,016	2,047,972	-220,956	-10.8

Among the entrances, 36 vessels were in ballast and 326 carried cargo, while the clearances included 48 in ballast and 335 with cargo. The percentage of vessels in ballast was 11 per cent. for the month in both years.

Commerce at Port Newark.

Receipts by vessel at Port Newark during the month of November, 1932, amounted to 34,341 tons, representing an increase of 31 per cent. over the previous month, but a decrease of 39 per cent. as compared with November, 1931. Lumber receipts by vessel decreased from 22,949,000 board feet in November, 1931, to 13,280,000 feet in that month in 1932, a falling off of 42 per cent. Receipts of cargo other than lumber shows a decrease of 33 per cent., declining from 21,490 tons in 1931 to 14,421 tons in November, 1932. Thirty steamers arrived during the month of November, 1932, as compared with 28 in the same month of 1931.

Lumber shipped inland out of Port Newark amounted to 10,285,000 board feet, of which 3,778,000 feet moved by railroad and 6,507,000 feet moved by truck.

Receipts by vessel for eleven months—January to November—compared with the same period of 1931 was as follows:—

Water-borne Receipts at Port Newark.

	1932	January-November 1931	Net Change	
			Amount	Per Cent.
All Commodities (tons)	338,645	484,560	-145,915	-30.1
Lumber (board feet) ...	102,643,000	185,409,000	-82,766,000	-44.6
Other Commodities ...	184,831	206,448	-21,617	-10.5

Steamship Passenger Traffic.

From January 1st to the end of October, 1932, 687,751 passengers had travelled abroad or arrived from foreign countries by way of the Port of New York. Foreign travel is 11 per cent. off from 1931 and 32 per cent. less than the peak of 1930.

Citizens constitute two-thirds of the travellers, arriving and departing in almost evenly balanced numbers. Alien emigrants outnumber immigrants more than three to one.

	October 1932	October 1931
INBOUND—		
Aliens, Immigrant ...	1,348	2,241
Aliens, Non-Immigrant ...	11,203	12,301
U.S. Citizens ...	21,931	26,047
Total ...	34,482	40,589
OUTBOUND—		
Aliens, Emigrant ...	4,622	4,510
Aliens, Non-Emigrant ...	10,033	11,203
U.S. Citizens ...	22,272	26,870
Total ...	36,927	41,583
Total Inbound and Outbound ...	71,409	82,172
Total for 10 months ...	687,751	771,596

Steamship Sailings.

A comparison of steamship sailings from the Port of New York for November, 1932, with those of the previous twelve months reflects the increasing restrictions on foreign trade due to tariff barriers. The number of sailings to foreign ports in November, 1932, amounted to 385, compared to 436 in November, 1931, a decline of 11.7 per cent. Most of this decline occurred in sailings to the United Kingdom and clearances of oil tankers in ballast.

Sailings to the United Kingdom in November, 1932, amounted to 28, as compared to 43 in November, 1931. In the last twelve months new British import tariffs have become effective. On March 1st, 1930, Great Britain placed a duty of approximately 10 per cent. on imports from the United States. More recently, as a result of the Ottawa Conference, additional duties were passed giving preference to British Dominions.

The imposition by the United States' Congress of a tax on oil and petroleum products effective June 21st of last year is reflected in the smaller imports by tankers into the Port of New York.

Prior to the tax on imported oil, considerable quantities of crude petroleum from Mexico and Venezuela were regularly imported by the refineries located at Bayonne and other New Jersey points, where it was manufactured into gasoline and other products for distribution in the Metropolitan area and upper New York State.

A fleet of tankers was kept busy bringing in the crude product for delivery at the New Jersey refineries, clearing when light in ballast to foreign producing centres for another cargo. These tanker sailings formerly averaged 45 to 50 per month, and in May, 1930, reached a peak of 74. In July, 1932, after the tax became effective, the sailings dropped to 24, and by November had fallen to 18, a decrease of almost 60 per cent.

Despite the curtailment in trade the sailings from the Port of New York continue to be frequent. Saturday, November 12th, was the peak day of that month, when 71 vessels sailed. Of these, 28 served foreign routes, including 3 to the United Kingdom, 4 to North European ports, 1 to Spain, 1 to Italy, 1 to India *via* the Red Sea, 1 to the Dutch East Indies *via* the Panama Canal, 2 to the River Plate, 9 to Caribbean-Mexican ports and 1 tanker.

The 43 domestic sailings included 5 direct to Pacific Coast ports, 8 to the South Atlantic and Gulf, 9 tankers and 6 coal carriers.

Receipts of Grain and Visible Supply at the Port of New York.

Receipts of grain at the Port of New York in November, 1932, were 3,868,524 bushels, compared with 9,540,245 bushels in the corresponding month last year, a falling off of 59 per cent. Of the above amount, 219,700 bushels arrived by rail and 3,648,824 bushels were routed *via* the canal.

Receipts (Bushels).				
	1932	November 1931	Net Change	
			Amount	Per Cent.
All Grain ...	3,868,524	9,540,245	-5,671,721	-59.5
Wheat ...	2,962,919	9,113,381	-6,150,462	-67.5
Barley ...	3,400	—	+3,400	—
Corn ...	491,350	115,464	+375,886	+325.5
Oats ...	409,155	299,500	+109,655	+36.6
Rye ...	1,700	11,900	-10,200	-85.7

Total receipts for eleven months—January to November, 1932—were 35,835,000 bushels, 44 per cent. less than in the corresponding period of 1931.

Receipts (Bushels).				
	1932	January-November 1931	Net Change	
			Amount	Per Cent.
All Grain ...	35,835,000	64,518,718	-28,683,718	-44.5
Wheat ...	29,964,294	57,493,208	-27,528,914	-47.8
All Other ...	5,870,706	7,025,510	-1,154,804	-16.4

Receipts by canal during the above period were 23,882,935 bushels, 40 per cent. less than the 1931 figure of 40,130,018 bushels, while receipts by railroad were 11,948,800 bushels,

The Port of New York—continued

which, compared with 24,382,700 bushels for the same period of 1931, represents a drop of 51 per cent. The remaining 3,265 bushels were Argentine corn.

The visible supply of grain in the port, both in elevators and afloat on December 3rd, 1932, was 5,796,000 bushels, which is 49 per cent. less than the 11,419,000 bushels on hand on December 5th, 1931, the nearest comparable date.

Visible Supply (Bushels).					
	December 3 1932	December 5 1931	Net Change		
			Amount		Per Cent.
All Grain ...	5,796,000	11,419,000	-5,623,000		-49.3
Wheat ...	4,765,000	11,235,000	-6,470,000		-57.5
Barley ...	3,000	82,000	-79,000		-96.3
Corn ...	484,000	—	+484,000		—
Oats ...	132,000	82,000	+50,000		+61.0
Rye ...	412,000	20,000	+392,000		+1,960.0

Grain Exports

Exports of grain from the Port of New York during the month of October, 1932, amounted to 2,381,000 bushels, which was 51 per cent. less than in the same month in 1931. Domestic grain exports were 359,000 bushels, a drop of 82 per cent. from

the figure of 1931, while Canadian grain amounted to 2,022,000 bushels, a decline of 29 per cent.

	October 1932 Bushels	October 1931 Bushels	Net Change	
			Amount	Per Cent.
Domestic and Canadian Grain	2,381,000	4,910,000	-2,529,000	-51.5
Domestic Grain ...	359,000	2,069,000	-1,710,000	-82.5
Canadian Grain ...	2,022,000	2,841,000	-819,000	-28.8

The above figures represent exports from the New York Customs District and include 561,000 bushels of Canadian wheat exported from Albany, which is a sub-port but in the Customs District.

The volume of grain exports during the ten months of the year 1932, January to October, were 34,705,000 bushels, compared with 53,402,000 bushels in the same period of 1931, a decline of 35 per cent.

	January-October 1932 Bushels	January-October 1931 Bushels	Net Change	
			Amount	Per Cent.
Domestic and Canadian Grain	34,705,000	53,402,000	-18,697,000	-35.0
Domestic Grain ...	11,406,000	6,761,000	+4,645,000	+68.7
Canadian Grain ...	23,299,000	46,641,000	-23,342,000	-50.1

*North-East Coast Notes.**Coal Exports during 1932.*

THE figures for the coal exports for the North-East Coast during 1932 had not been issued at the time of writing, but it is pleasing to note that, although considerably below those of 1931, they were much better than had been expected owing to a rally late in the year. It was estimated that the shipments from the Tyne, Blyth, Wear and the Hartlepools would be 25,373,000 tons, which was about 1,151,000 tons lower than in 1931.

Jarrow Slake Scheme.

The scheme to develop Jarrow Slake on the Tyne was again brought forward at the December meeting of the Tyne Improvement Commission. Mr. J. W. Mitchell, a representative of South Shields, moved a resolution asking the special committee appointed to enquire into the scheme for developing Jarrow Slake and the purchase of the Tyne Dock from the London and North-Eastern Railway Company, to proceed with the enquiry at once. He said he was encouraged to do so by the references made by the chairman at their last meeting, when the latter expressed the wish that they had been more courageous when they had previously considered the scheme. Mr. Mitchell contended that the scheme was absolutely necessary if the Tyne was to retain its place as one of the foremost ports. Mr. Mitchell pointed out that money was considerably cheaper than it was when the Board previously considered the scheme, although he was also aware that they were not quite so favourably situated in regard to a Government grant to assist them in their work. "We build ships in the Tyne," he added, "and say good-bye to them; they never come to see us again because we have no accommodation for them, but if we had these deep-water docks near the mouth of the Tyne, with up-to-date equipment to cheapen loading and discharging, we might make this a port for Conference lines." The reports on the subject by their secretary and general manager, added Mr. Mitchell, were all in favour of the scheme, and he urged that increased trade required the fullest advertisement, which could only be obtained by the provision of such accommodation.

Mr. J. A. Greener (traders' representative) seconded the motion.

Sir George Lunn thought that it was more prudence than lack of courage they had shown when they had previously considered the scheme. They had then a definite promise of a favourable grant from the Government, but the national crisis affected that disastrously. There was an expenditure of two million pounds involved in the scheme and the charges for redemption and interest would require increased charges in other directions. This could not be a self-supporting scheme for many years to come.

After discussion the resolution was agreed to, and Mr. Mitchell was added to the committee which is to reconsider the whole question of the development of the Slake.

Tyne's Trade Figures.

At the meeting of the Tyne Improvement Commission in December it was reported by the Docks and Trade Committee that the quantity of coals loaded in November was 1,185,114 tons, compared with 1,171,971 tons in November, 1931, an

increase of 13,143 tons. In the eleven months of 1932 the shipments amounted to 11,576,391 tons, compared with 12,747,316 tons in the corresponding period of 1931, a decrease of 1,170,925 tons.

Mr. Francis Priestman (Chairman of the Finance Committee) announced that a letter had been received from the North of England Shipowners' Association requesting a reduction in the dues levied by the Commissioners. The shipowners and all other due payers might be informed, he said, that the settled policy of the Board to keep the dues at a low level would be given effect to so soon as the financial position would allow.

Blyth's Record of Activity.

The total shipments of coal from Blyth last year reached the satisfactory figure of 4,931,102 tons, the third highest in the history of the port, and only 642,905 tons below the record established in 1929. The total for 1932 showed an increase of 8 per cent. over 1931, when 4,554,747 tons were exported, and 4 per cent. over the pre-war year of 1913, when 4,734,259 tons were exported. Last year's total has only been exceeded on two occasions—in 1929, when 5,574,007 tons were exported, and in 1927, when 4,967,836 tons were shipped. The last quarter of 1932 was exceptionally good, averaging 110,000 tons per week. During that period a week's record was established for the port, 136,198 tons being shipped for the week ended December 24th, an increase of 11,203 tons over the previous record made in a week of February, 1930.

Wear Commissioners' Finances.

At the meeting of Sunderland Town Council in December the Chairman of the Finance Committee (Alderman Frank Nicholson) said the Council would be aware that it had guaranteed the interest on the Wear Commissioners' sinking fund, and, whilst they had never been called upon to pay this interest, except in 1926, during the coal strike, on this occasion, largely owing to the falling off of revenue due to the additional impost on coal shipments, the Commission now asked for a further loan of £40,000 at 5 per cent. interest.

This led to some criticism of the position of the River Wear Commission, to which the Chairman of the Commission (Mr. J. E. Dawson) replied a week later. That criticism, he said, was ill-timed and unwarranted. The Corporation were now advancing £40,000 to enable the Commissioners to pay interest and sinking fund charges. At the end of December the Commission's indebtedness, which at one time was a quarter of a million pounds, would be £120,000, and the Commission would continue paying interest as they had done all along at 5 per cent. per annum. So far from costing the town a single penny, the financial arrangements between the Corporation and the Commission had, in fact, been a source of profit to the town, as 5 per cent. interest had been paid on all advances. "Our affairs," he concluded, "are far from being hopelessly embarrassed, as one councillor alleged. Such a suggestion is calculated to be most damaging, not only to the port undertaking, but also to the town of Sunderland. These gentlemen are doubtless very clever, but they are not magicians. They will soon find that the port's affairs are not different from other undertakings which are dependent on the ebb and flow of commercial tides."

Irish Harbour Matters

Belfast

The Year at Belfast.

THE trade of Belfast Harbour has practically not suffered from the world depression. The decrease in revenue is merely 2.4 per cent., the tonnage of ships cleared is lower by 1.6 per cent., while the total goods traffic for eleven months shows a diminution of only 3.7 per cent.

This striking statement was made at a meeting of the Harbour Commissioners on January 3rd by the Chairman, Mr. R. E. Herdman, D.L., when extending his best wishes to his colleagues for the New Year.

Proceeding, Mr. Herdman said, "If the wishes we all expressed a year ago have not been realised, and world trade has not improved as we would like to see it do; at least, there is one matter which, of course, will give great gratification to us all—that is that our harbour has practically not suffered from the world depression."

After quoting the figures given at the outset the Chairman added that he thought all would agree, when they considered what the world had come through, that Belfast had not fared badly. "I would like," he went on to say, "to take the opportunity of thanking all my colleagues for the loyal support I have received from them during the past year. It has made my task very much easier. I also desire to thank Mr. Watkins (the manager and secretary). With his help we have got through a year of difficulty. He has shown loyal service, and that applies to every member of the staff. I cannot name them all, but I would like to mention the names of Mr. Gilbert, Mr. Chamberlain and Captain McIntyre."

The Chairman concluded by welcoming back Sir Robert Baird, who has recovered from a serious illness. They had missed him very much, and now trusted that his place at the Board meetings would be vacant no longer.

A letter was read from Mr. Godfrey Thomas, private secretary to the Prince of Wales, conveying to the Commissioners an expression of the Prince's thanks for the address presented to him on the occasion of his recent visit to the North of Ireland.

The Harbour Master's report showed that 256 vessels had arrived at the port during the period extending from December 18th to 31st, as follows: Coastwise and cross-Channel, 227; foreign, 20; non-trading, 9.

The total tonnage of the vessels which arrived from January 1st to December 31st was as follows: Coastwise and cross-Channel, 2,820,912, an increase of 4,015 over the previous year; foreign, 766,159, a decrease of 16,084; non-trading, 90,818, a decrease of 7,261; total, 3,677,889, a decrease of 19,330 tons.

Foreign Vessels and Cargoes.

The number of ships berthing at the port of Belfast during 1932 from foreign ports was 450. Of these, 308 were registered in Great Britain. Holland came next, a long way behind, with 34, while 25 were American. Other countries represented were: Germany, Norway, Finland, Sweden, Greece, Latvia, Spain, Italy, Japan, Denmark, Jugo-Slavia, Hungary, Peru and Poland. It is an amazing fact that not a single French vessel arrived.

General cargoes numbered 317, while 71 consisted of maize, wheat, oats and flour. The remainder of the cargoes were made up of timber, oil, flax, cement, phosphate, pyrites, fruit, paper, bog-ore and gypsum.

Dublin

Dublin Port and Docks Board Election.

For the first time in ten years there was a contest at the annual elections of the Dublin Port and Docks Board on the 10th January.

There were six vacancies for traders' members, and five of the retiring members were nominated for re-election. The sixth retiring member was Mr. Wm. Field, who recently resigned his membership of the Board after thirty-four years' service. Four new candidates were nominated.

There were five candidates for the four vacancies for shipping members, all the retiring candidates being nominated.

The result was as follows (an asterisk (*) denotes outgoing members):—

Traders' members elected:—*Matthew Joseph McCabe, *Patrick Leonard, *George C. Byrne, Michael Bermingham, *Thomas R. McCullagh, and Percy McGrath.

The defeated candidates were:—*Fredk. H. Hall, John Joseph and Wm. Thos. Chadwick.

The four outgoing shipping members were re-elected as follows:—Joseph O'Dowd, Thomas Franklin Laurie, Alan Samuel Gordon and Newman Hay Wallace.

An outside candidate, John Joseph Donnelly, was defeated.

Dublin Port Trade in 1932: Mr. Walter Baird as Chairman.

Mr. Walter Baird, who was elected a member of the Dublin Port and Docks Board in 1904, and occupied the position of Vice-Chairman in 1923, 1924 and 1925, and again in 1931 and 1932, was unanimously elected Chairman of the Board on the 12th January.

Mr. T. R. McCullagh, in proposing him, said that on the lamented death of Mr. McGloughlin, who was elected Chairman last year, Mr. Baird was called upon to take the position, which he filled with credit to himself and with great benefit to the Board. Mr. W. A. Hewat seconded.

The Lord Mayor (Ald. A. Byrne), who presided at the outset, in declaring Mr. Baird elected, extended to him his good wishes, and expressed the hope that under his chairmanship there would be great developments in the port of Dublin.

Mr. Baird then took the chair, and, returning thanks for the confidence reposed in him, welcomed the new members of the Board—Messrs. McGrath and Bermingham—saying that they had become members of a business board, which was in a good healthy position and which controlled one of the first-class ports of the world.

During the year, said Mr. Baird, they had suffered a great loss by the death of their Chairman, Mr. McGloughlin. His place would be very hard to fill, and they would not soon forget the great service which he had given to that Board, by the members of which he was held in very great esteem.

The outstanding event of the year, continued Mr. Baird, was the Eucharistic Congress held in June. This brought fleets of vessels to the port of Dublin, including some of the largest liners, and the Board can congratulate itself upon the fact that these large vessels were berthed by its efficient harbour staff without the slightest hitch or accident.

During the year, Dublin, in common with every port in Great Britain and Ireland suffered by the depression in trade. The year's working of the port had resulted in a surplus of £4,706. The receipts were £196,453 and the expenditure £191,747. There was a decrease in tonnage dues of £5,299, and a decrease in dues on goods of £9,000, and in view of the various factors which had a bearing on trade during the year, the result was not unforeseen.

The registered tonnage which entered the port totalled 2,490,804 tons. The tonnage of foreign general cargo vessels showed a decrease of 4,830 tons, while the tonnage of foreign colliers (a new feature) showed an increase of 70,898 tons, a net increase in the foreign trade of 66,068 tons. The tonnage of cross-Channel vessels, however, showed a decrease of 124,164 tons, leaving a net decrease in tonnage of 58,096 tons.

The Board, fully realising that every port which claimed to be classed as a first-class port must go on making provision for an increase of cattle, which all hope for, had continued to carry on necessary works for the improvement of the port, and in this connection expended on special works in 1932 the sum of £58,191.

Dealing with the exports of livestock to cross-Channel ports, the Chairman gave the following figures for the years 1931 and 1932:—

	1931	1932	Decrease
Cattle	376,968	320,235	56,733
Sheep	369,538	297,612	71,926
Pigs	118,839	39,435	79,404
Horses	3,545	3,072	473

The shipments of cattle abroad were 1,687 in 1931, and 502 in 1932. Eighty sheep were shipped last year, as against none in 1931. The number of pigs shipped in 1932 was 924, the number for the previous year being 1,806.

In order to relieve unemployment, the Board had undertaken the following works (which, in the ordinary course, would not have been undertaken for some time) at an estimated cost of £50,000:—New bridge, George's Dock Bridge; new bridge, Custom House Docks; new crane at Graving Dock; new roof and alterations to old power house; repairs to Hopper No. 4.

Mr. James Larkin congratulated the Chairman on his election, and said that, generally speaking, the work supplied to the port workers had not varied very much with that provided in the previous year.

Mr. C. M. O'Kelly was elected Vice-Chairman on the motion of Major Hollway, seconded by Senator Moran.

Mr. Wm. Field, ex-M.P., Resigns from Dublin Board.

Mr. Wm. Field, M.P., has resigned his membership of the Dublin Port and Docks Board after 34 years' service in that capacity. He has done so owing to the state of his health.

The Chairman of the Board (Mr. Walter Baird) in announcing the fact, said that they all regretted Mr. Field's resignation and the circumstances that caused it. Mr. Field had been a

Irish Harbour Matters—continued

member of the Board since January, 1899, and during all the years from 1904, when he (the Chairman) became a member of the Board, he regarded Mr. Field as a friend, and he was held by the other members of the Board in very high esteem. In matters affecting the cattle trade he was a great help to the Board, as well as to that industry, by the members of which he would be greatly missed.

Other members joined in the tribute and expressed regret that they no longer would have the pleasure of seeing Mr. Field at their meetings.

Cork

Cork as a Trans-Atlantic Port.

At the New Year meeting of Cork Harbour Board, Mr. R. Wallace (Chairman), referring to the calling of Atlantic liners at Queenstown during the year, said that they had been hearing a lot about competition, and of the efforts to be made to create an artificial port in the Free State.

"We can all say with a certain amount of pride," he said, "that the Port of Cork is the natural port for Ireland, and the patronage which has been given it for the last year by trans-Atlantic liners is proof sufficient that it is still looked upon by the great transport companies of the Atlantic as a satisfactory and secure port. The returns for last year by trans-Atlantic liners at Queenstown (Cobh) were:—Eastbound, 118 liners with a tonnage of 2,291,707; Westbound, 111 liners with a tonnage of 2,178,213, the total number of calls being 229, representing a tonnage of 4,469,920, as against 4,371,962 tons for the previous year when 230 liners called.

"We did not say much, and we made no petitions for grants, nor subsidies, nor bounties, or things of that kind. Providence has done so much for us that all that is required is good management, which we have.

"We are in no way antagonistic to the efforts being made by anyone else, but we should feel pride in the returns which I have read for you, and in having done our duty in connection with the handling of trans-Atlantic liners so satisfactorily during the past year."

A letter was read from Mr. Martin Corry, asking the Board to have repairs to the damaged piers at Queenstown done by local labour.

Mr. O'Connor said that the time was ripe to put into effect the decision of the Board in 1924 to spend £2,000 or £3,000 on repairs to, and the proper upkeep of, the ballast quay at Queenstown.

Mr. Price (Engineer) stated that he had already, at the Board's suggestion, employed all the available shipwrights on repair work at Queenstown.

Cork to Bristol.

The City of Cork Steam Packet Co. have informed the Cork Harbour Board that they are bringing the s.s. "Lairdshen" to Cork permanently in an effort to revive the Bristol Channel trade; also that they will again arrange direct fortnightly cargo services between Cork, Plymouth and Southampton.

Limerick

Limerick Dock Extension Contract.

At a meeting of the Limerick Harbour Board on December 20th last, a letter from the Netherlands Harbour Engineering Company, Amsterdam, asking the Board to consider a claim made by them for £1,800 loss sustained in connection with the proposed dock extension scheme, was marked "read."

In connection with the tender of Messrs. John Kenny and Sons, accepted at £72,891, for the dock extension, a letter had been received from that firm suggesting that the Board meet their representative and discuss points which were delaying the start of the work. They were more than anxious, the letter stated, to make preparations early in the New Year for starting the contract.

The Mayor (Ald. Donnellan) said that certain differences had arisen between the Board and Messrs. Kenny in connection with the contract. Messrs. Kenny had made suggestions which were outside the terms of the contract, and consequently the Board had decided to take legal opinion to ascertain their position, having regard to the fact that Messrs. Kenny had not then signed their bonds.

The Secretary then read the opinion of Mr. P. J. Kelly, K.C., on the questions submitted to him by the Board's law adviser.

The Mayor said that the Board was most anxious to get on with the work, and with this object would meet representatives of Messrs. Kenny to discuss outstanding points.

When Mr. John Kenny and Mr. J. J. Winters, consulting engineer to the firm, attended a whole House Committee of the Board on December 23rd, Mr. Kenny explained that the schedule of quantities did not include items of insurance, timbering plant, and storage sheds, which should be included

before the contract was signed. He asked that these should be embodied in the amount of the contract.

The Harbour Engineer (Mr. T. F. O'Sullivan) said that these items were all covered by the specification.

Mr. D. McNeice (Secretary) observed that Messrs. Kenny had been written to by the Law Adviser, asking if they were prepared to sign the contract, and he had not yet received a reply.

On the suggestion of the Mayor it was decided to convene a special meeting of the Board, and consider Messrs. Kenny's reply when received.

At the meeting of the whole House Committee of the Board held in accordance with this suggestion, it was announced that the difference between Messrs. Kenny and the Board had not been adjusted, and it was decided to readvertise the contract without further delay.

Trade of Limerick Port.

Reporting on the trade of the port of Limerick for the year ended 31st December, 1932, at the New Year meeting of the Limerick Harbour Board, the Secretary (Mr. D. McNeice) stated that 351 vessels entered the port with a total tonnage of 207,396. Compared with 1931, these figures showed a decrease of 11 vessels and an increase of 1,477 registered tons. He expected a net loss of £800 and believed that if the present economic conditions continued the current year would show a greater loss in revenue.

Sligo

Improvement of Sligo Harbour.

A scheme of improvements to Sligo Harbour, including the dredging of a new channel through the outer bar to enable large ships from foreign ports to make use of the port has been approved by the Sligo Harbour Board. The welfare of the harbour, it is stated, depends to a great extent on the big cargoes carried on these vessels.

The scheme was outlined in a report submitted by Sir Alexander Gibb and Partners, the eminent engineers, who recommended—(1) Raising the Cluckhorn wall to half tide level (estimated cost £12,500); (2) dredging new channel 300 to 500 feet wide through the outer bar (£18,500); and (3) constructing a new training wall at Dead Man's Point (£15,000). The total expenditure with an allowance for contingencies was given as £51,000.

Mr. A. Jackson, D.L., said that a sum of £10,150 was required to provide for the extension of the existing wharves on the upper quays, siding accommodation, etc. That would provide splendid accommodation on the upper quays. It would reduce costs considerably and would enable people in the coal, timber and cement trades to go a great deal further by rail than they can at present. On the other hand there was a matter of great urgency in providing a way for large ships from foreign ports to reach Oyster Island at any time. The proposed channel through the outer bar would make it possible at any stage of the tide.

When the Cluckhorn was constructed some years ago they all knew it would not be high enough, but they went as far as their funds would permit. There was also the proposal to build a new training wall, but that was not considered so urgent. He suggested that they should leave out the £15,000 for the training wall and go ahead with the other two items in the scheme, and ask for power to borrow £50,000 which it should be possible to get at a low rate of interest through their own bankers.

The matter was urgent because they were certainly badly handicapped compared with Dublin, Derry and Belfast, and present conditions were not encouraging to importers. He was hopeful that their trade would be largely increased following these improvements, and for that reason he would like to see the scheme undertaken.

On the motion of Mr. Nelson the Board unanimously approved of the scheme, and authorised the Chairman and Secretary to approach their bankers to raise the capital required.

Londonderry

Londonderry Port Traffic.

The Londonderry port tonnage for 1932 showed a decline of 173,429 compared with 1931, due to the decrease in trans-Atlantic tonnage, following the suspension of the quota system, the stoppage of emigration to America, and the decrease in tourist traffic.

The revenue totalled £37,000 or £2,500 less than in 1931, but more than in 1930. Livestock exports totalled 70,963, the cattle exports being 3,212 more than in 1931. Sheep exports were slightly down, while those of pigs were much the same. The foreign trade was down somewhat, but the home trade was steady. The quantity of maize imported was less than in 1931 by 10,000 tons, but greatly in advance of 1930.

Aden Port Trust

The following are the returns for the month of November, 1932, of shipping using the port :—

Merchant Vessels over 200 tons	...	No. 125	Tonnage 538,651
" " under 200 tons	...	1	162
Government Vessels	...	11	31,030
Dhows	...	123	3,434
PERIM.			
Merchant Vessels over 200 tons	...	22	59,460

The total value of imports, excluding Government stores was Rs.45,81,000, as compared with Rs.42,01,000 for November, 1931, and of exports Rs.33,19,000, as compared with Rs.34,54,000.

The total value of both imports and exports together was Rs.79,00,000, as compared with Rs.76,55,000.

Imports during the month were above those for November, 1931, in the case of coffee, grain, pulse and flour, hardware, skins (raw), sugar, piece goods (white and printed or dyed), twist and yarn, tobacco (unmanufactured and manufactured;

TRADE OF THE PORT.

Article.	Unit	Imports.		Exports.	
		Quantity.	Value Rs.	Quantity.	Value Rs.
Coal	Tons	5,000	1,50,029	0	0
Coffee	Cwts.	5,619	1,97,015	7,559	3,11,279
Grain, Pulse and Flour	"	44,989	2,46,835	26,797	1,29,811
Gums and Resins	"	696	12,493	1,227	15,990
Hardware	"	0	20,006	0	29,627
Hides, raw	No.	720	765	3,740	3,229
Oil, Fuel	Tons	50,239	12,55,975	0	0
" Kerosene	Gls.	17,109	11,102	12,436	8,842
" Petrol	"	35,569	45,262	656	867
Salt	Tons	0	0	22,400	2,44,000
Seeds	Cwts.	2,178	17,502	1,903	18,838
Skins, raw	No.	470,020	2,31,937	669,054	4,55,287
Sugar	Cwts.	12,046	74,899	11,314	72,600
Textiles—					
Piece Goods, Grey	Yds.	5,164,780	7,23,184	4,640,514	6,41,784
" " White	"	689,009	1,07,611	393,532	77,622
" " Printed or Dyed	"	1,282,050	2,26,189	1,566,972	3,59,475
Twist and Yarn	Lbs.	263,530	1,34,590	249,740	1,20,763
Tobacco, Unmanufactured	"	465,864	76,247	791,224	1,22,605
Manufactured	"	33,152	38,866	26,516	22,891
Other Articles	No. of Pkges.	54,689	8,84,497	22,281	4,84,007
Treasure, Private	"	0	1,26,063	0	1,99,260
Total	—	—	45,81,067	—	33,18,777

The number of merchant vessels over 200 tons that used the Port in November, 1932, was 125, as compared with 117 in the corresponding month last year, and the total tonnage was 539,000 as compared with 456,000.

Excluding coal, salt, fuel oil and military and navel stores and transhipment cargo, the total tonnage of imports in the month was 8,100, and of exports 5,700, as compared with 6,900 and 5,200 respectively for the corresponding month last year.

and below in the case of gums and resins, hides (raw), seeds, piece goods (grey), and treasure (private).

Exports were above those for November, 1931, in the case of coffee, hardware, seeds, skins (raw), sugar, piece goods (white and printed or dyed), twist and yarn, tobacco (unmanufactured and manufactured); and below in the case of grain, pulse and flour, gums and resins, hides (raw), piece goods (grey), and treasure (private).

Lloyd's Register Shipbuilding Returns for the Quarter ended 31st December, 1932

THE statistics issued by Lloyd's Register of Shipping regarding merchant vessels under construction at the end of December last show that in Great Britain and Ireland there has been a still further decrease of 12,936 tons in the work in hand as compared with the very low figures for the previous quarter, and that the present total—225,497 tons—is 175,008 tons less than the tonnage which was being built at the end of December, 1931.

The figure for December, 1932, includes about 142,000 tons on which work has been suspended—127,000 tons of steamers and 15,000 tons of motorships. The present total of 225,497 tons is the lowest ever recorded by Lloyd's Register.

Nearly 80,000 tons—over 35 per cent. of the tonnage now in hand in this country—are intended for registration abroad or for sale.

The tonnage now under construction abroad—540,223 tons—is about 122,000 tons less than the work which was in hand at the end of September, 1932, and is the lowest recorded since September, 1910. Tonnage, included in this figure, on which work has been suspended amounts only to 3,155 tons of steamers and 21,568 tons of motorships.

The six leading countries are : France, 101,675 tons ; Germany, 80,310 tons ; Japan, 63,345 tons ; United States of America, 59,628 tons ; Italy, 59,113 tons ; and Sweden, 58,530 tons.

The total tonnage under construction in the world amounts to 765,720 tons, of which 29.4 per cent. is being built in Great Britain and Ireland and 70.6 per cent. abroad.

In Great Britain and Ireland only 7,410 tons were commenced during the last three months—the lowest figures on record ; and 39,403 tons were launched, this figure showing a decrease of 8,481 tons as compared with the September quarter. Similar figures for abroad are 76,371 tons commenced, and 173,838 tons launched, showing an increase, as compared with the previous quarter, of about 44,000 tons in the tonnage commenced and of 33,500 tons in the tonnage launched.

The oil tankers under construction in the world amount to 25 vessels of 194,490 tons, of which four vessels of 30,026 tons are being built in Great Britain and Ireland, eight vessels of 54,000 tons in Sweden, and four of 49,600 tons in Germany. It is noteworthy that motorships account for over 91 per cent. of the total tanker tonnage under construction, which comprises more than 25 per cent. of the total steam and motor tonnage being built in the world.

Of the 225,497 tons under construction in Great Britain and Ireland at the end of December, only 20,611 tons consisted of motorships, while at the same date the motorship tonnage being constructed abroad (372,138 tons) was 205,228 tons in excess of that of the steamers.

The vessels being built in the world at the end of December include eight motorships of between 8,000 and 10,000 tons each ; two steamers and ten motorships of between 10,000 and 20,000 tons ; and four steamers and no motorships of 20,000 tons and upwards.

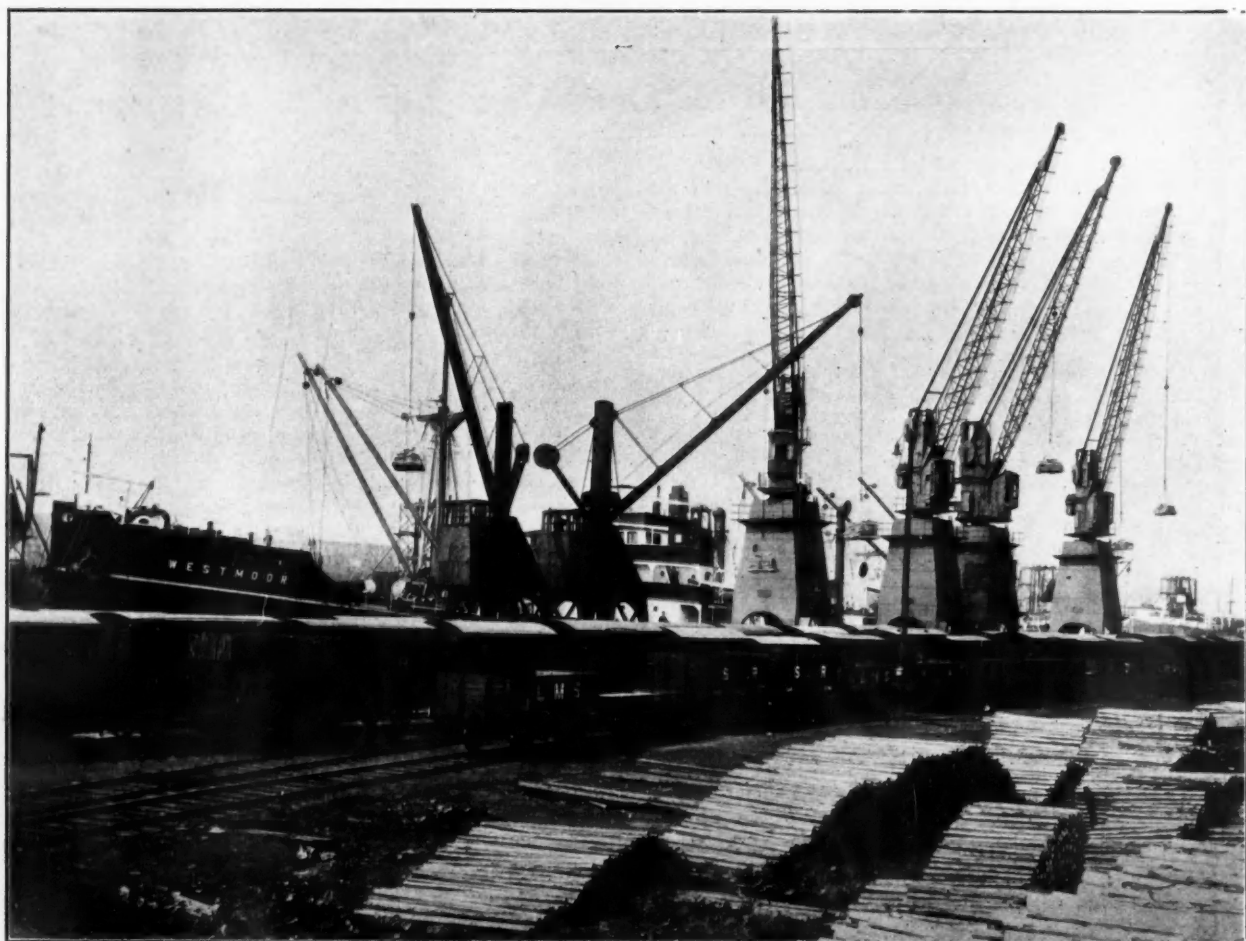
The table respecting marine engines shows that the horse-power of steam engines now being built or being fitted on board amounts to about 567,000 h.p. ; these figures include 15 sets of turbine engines of about 480,000 shaft horse-power, giving an average of 31,960 h.p. per set. The horse-power of the steam reciprocating engines (about 87,000 h.p.) is less than 10 per cent. of the total horse-power of marine engines now being built in the world. The figures for oil engines aggregate about 358,000 h.p.

Tonnage to Lloyd's Register Class : Although inevitably affected by the continued unprecedented reduction in the total amount of work in hand throughout the world, the tonnage being built under the inspection of Lloyd's Register at the end of December amounts to 466,838 tons, viz., 214,479 tons under construction in Great Britain and Ireland, and 252,359 tons abroad.

Improvements at the Great Western Railway Docks, 1932

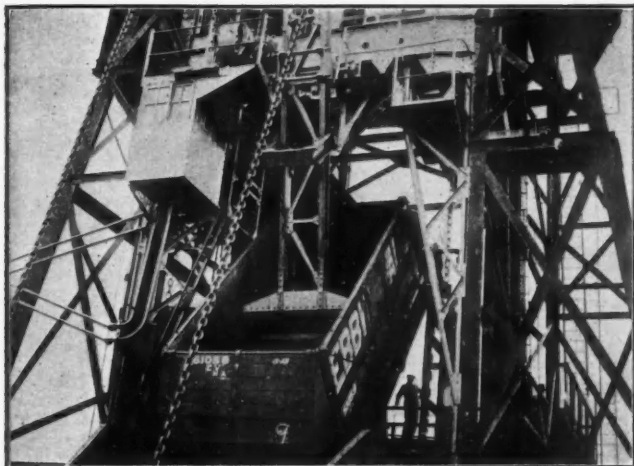


New aerial view of Barry Docks, looking eastward.



Loading Cement for the Far East at Barry Docks. (Picture shows four new 3-ton Hydraulic Cranes).

Improvements at the Great Western Railway Docks, 1932



Special Digging-out Appliance for clearing from wagons coal which will not run freely.

The following improvements were carried out at the Great Western Railway Docks during 1932 :—

Cardiff.

Three new 20-ton movable hoists with traverser roads have been erected at the Queen Alexandra Dock, which makes a total of nine new 20-ton hoists provided at that dock. Two of the latest hoists have been equipped with escalator anti-breakage boxes.

The coal shipping facilities at the Roath Dock have been considerably improved by the provision of a belt conveyor of the most modern design.

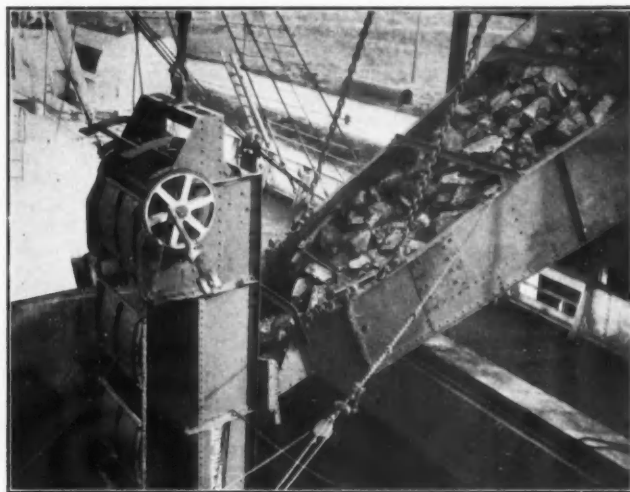
A new 20-ton fixed hoist with escalator type of anti-breakage appliance has been provided at the East Dock, Cardiff.

New outer lock gates for the Roath Dock Inner Lock have been provided, and work is proceeding on new inner gates for this lock.

It is proposed to erect two new 20-ton hoists at the Roath Dock Basin.

No. 8 Hoist, East Dock, has been equipped with a special mechanical digging-out appliance for clearing from wagons coal which will not run freely.

Older types of hydraulic cranes are being replaced by modern electric cranes. It is proposed to erect three 3-ton electric



Shipping large coal through Escalator Anti-breakage Appliance at Port Talbot Docks.

cranes at Roath Dock and a 15-ton electric crane at Queen Alexandra Dock.

Three new tractors have been brought into commission for the expeditious shunting of wagons.

Swansea.

Three new coal hoists capable of handling 20-ton wagons have been erected at the Prince of Wales Dock, and two at the South Dock.

With the object of preventing the breakage of anthracite coal shipped at Swansea, the Company have provided four new escalator type of anti-breakage appliances at the King's Dock, four at the Prince of Wales Dock and two at the South Dock.

The Prince of Wales Dock Lock has now been filled in and a dock wall has been constructed across the inner entrance to the lock. The additional land resulting from this work will give added quayside accommodation, etc.

Three new pumps for impounding water for the South Dock have been provided.

Three additional 3-ton electric cranes are being provided opposite "D" Shed, King's Dock.

It is proposed to erect a new 20-ton hoist at the Tennant Wharf, King's Dock.



New 20-ton Coal Hoist, Port Talbot Docks.



New 20-ton Movable Coal Hoist (No. 6 North Dock), Newport Docks.

Improvements at the Great Western Railway Docks, 1932



New aerial view of the Bute Docks, Cardiff.



*New belt conveyor-type coal shipping appliance with anti-breakage escalator in position at point of shute.
Roath Dock, Cardiff.*

Improvements at the Great Western Railway Docks—continued

Considerable improvements are being made in connection with the hydraulic pressure arrangements at the docks.

A comprehensive scheme has been authorised for the re-arrangement of working lines and additional sidings for coal shipment traffic at the Burrows Siding district, and good progress is being made with this work.

Newport.

A new movable hoist with a lifting capacity above water level of 65-ft., high and low level traversers, and capable of dealing with 20-ton wagons, has been brought into commission at the North Dock. This hoist is fitted with an escalator anti-breakage appliance.

No. 13 Hoist, South Dock, has been equipped with a special mechanical digging-out appliance for clearing out coal which does not run freely from wagons.

A new 9-in. pressure main has been installed which will considerably improve the hydraulic pressure at the docks.

Barry.

Contracts have been entered into for the erection of 10 additional 20-ton coal hoists; four have been placed in commission and work is proceeding on a further three.

One of the new hoists has been equipped with the special mechanical digging-out appliance for clearing out coal.

Six new 3-ton hydraulic movable cranes have been provided on the general cargo quay, No. 2 Dock.

A new twin-screw tug, "Windsor," has been provided for towage work. The tug is of 800 i.h.p., is 90-ft. long and 24-ft. beam, and is equipped with the latest type of fire and salvage appliance.

The electrification of one of the hydraulic power houses has been completed, and work is proceeding on the electrification of the second power house.

Port Talbot.

Two new 20-ton hoists have been provided in place of the old Nos. 3 and 5 hoists.



Four New 3-ton Electric Luffing Cranes, King's Dock, Swansea.

No. 9 Belt Conveyor has been equipped with a new mechanical digging-out appliance for freeing coal which will not run freely from the wagons.

Two new 3-ton hydraulic cranes have been provided for general cargo traffic.

Notes on Legal Cases

IT may interest our readers if we briefly note three recent cases which arose in consequence of harbour obstacles interfering with the loading or discharge of vessels. Two were concerned with ice conditions; the other with labour troubles.

In the case of *The Anastasia* the claimants as owners had chartered a steamer to the respondents to proceed to Berdiansk and convey a cargo of coal from there to certain ports, the charter-party providing, "In the event of the loading port being inaccessible by reason of ice on vessel's arrival at the edge of the ice, or in case frost sets in after vessel's arrival at port of loading, the charterers undertake to provide ice-breaker assistance to enable steamer to reach, load at, and leave loading port, steamer being free of expense for ice-breaker assistance." Mr. Justice Roche found that by this clause the charterers undertook to provide such ice-breaking assistance as might be required to enable the steamer to reach the loading port, and, when once the assistance was provided, it was to remain continuously available as long as it might be required; and, moreover, that when once the shipowners had proved the presence of ice, the onus of explaining the absence of assistance was on the charterers.

The owners of *The Heimdal* had chartered a steamer to the defendants to take a cargo of timber in winter from Leningrad to Hull, the charter-party providing, "Charterers to supply the steamer with ice-breaker assistance if required by the captain to enable her to enter or leave port of loading free of all expenses to the owners. . . . Ice-breaker assistance to be rendered within 48 hours after the steamer's arrival at the ice edge or readiness to leave the port of loading. Any time lost in waiting ice-breaker beyond 48 hours after readiness to proceed to be for charterers' account." It was decided that the defendants were under an obligation to provide an ice-breaker which would be as continuously as possible in attendance on the plaintiffs' ship and would do its best to enable her to leave the port, and that the obligation extended not merely to the boundary of the port but to the point where the ship would be clear of the ice and able to proceed on her voyage.

In the last case, *Fitzgerald v. Owners of the s.s. Lona*, the plaintiffs were the owners of timber shipped on the defendants' steamer for delivery at the Port of London. The bills of lading incorporated the term of a charter-party in Baltwood form,

clause 15 of which provided: "The cargo shall . . . be discharged by the vessel in the customary manner as fast as the vessel can deliver during the ordinary working hours of the port on to the quay and/or into lighters and/or craft and/or rafts and/or wagons and/or on to bogies and thereon stowed and/or stacked as customary at the port of discharge, the consignees having the right to select any one or more of these alternatives if customary and available at the time of discharge." The plaintiffs selected customary delivery into lighters, but, owing to a strike of lightermen, could not supply the men required, and thereupon the defendants, without notifying the plaintiffs, discharged on to the quay on their own responsibility, and the plaintiffs incurred expenses for landing charges and quay rent. In an action to recover these expenses it was held (1) that the plaintiffs' right to insist on discharge into lighters ceased when that method ceased to be available; (2) that it was not sufficient to supply lighters without men; and (3) that there was no obligation on the defendants to notify the plaintiffs before adopting the only method of discharge available at the time, and therefore the action failed.

Concrete Proofing Co. v. Cement Gun Co.

In the Chancery Division, on Friday, January 13th, Mr. Justice Bennett had mentioned to him a motion in the matter of *Concrete Proofing Co. v. Cement Gun Co.*

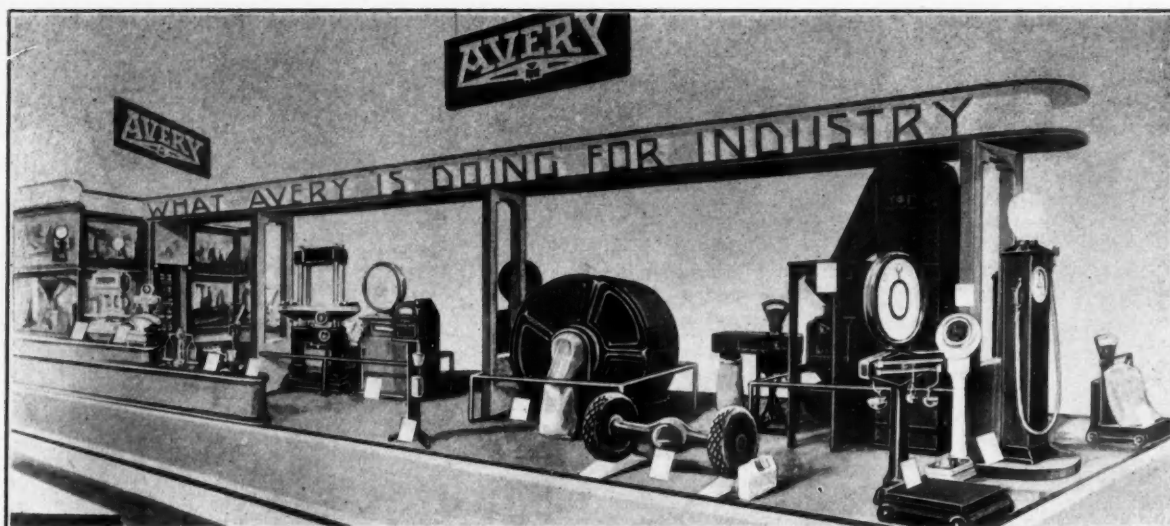
Mr. Bray explained that this was a motion in respect of six trade marks, and the relief asked for was for rectification of the Register of Trade Marks by expunging the marks from the register. The mark in question was the word "Gunite." For the last 20 years this had been a common descriptive word which had been applied to a process of cement rendering, the cement being shot on to the surface by a gun. The word was registered in a number of classes in 1930, but in regard to some of them it had not been used at all. His evidence was as to the user of the word and included a number of documents showing that the word was one in common use.

Mr. Burrell, who appeared for the owners of the mark, asked for the motion to be adjourned for two months to enable him to file such evidence as he desired in answer to the motion.

His Lordship said he would adjourn the motion for three weeks.

British Industries Fair: Birmingham Section

February 20th to March 3rd, 1933



Messrs. Avery's Exhibit at the British Industries Fair, Castle Bromwich, Birmingham.

W. & T. Avery, Ltd., Soho Foundry, Birmingham.

This year Avery's have a striking stand and display, with a number of working exhibits.

Machines shown for the first time include a new visible indicating universal testing machine, a dual-ratio counting machine, and a new electrically illuminated visible weigher for retail shopkeepers.

The idea behind the whole display is to emphasise by the exhibition of representative types of weighing, counting, measuring and testing machines exactly what Avery is doing for modern industry. Every exhibit is the latest development of its type. An Industrial Visible Weigher is shown installed in a roller conveyor system and a visible self-indicating hopper scale is erected so that demonstrations can be given.

The visible indicating universal testing machine referred to above is also erected for practical demonstration. While it is not proposed to describe the very many practical advantages of this testing machine claimed by the manufacturers, comment can be made on the fact that all the standard forms of physical test can be applied more quickly than with the non-self-indicating type of testing machine, and with precision. The machine occupies very little floor space in comparison with other testing machines constructed for the same purpose.

As a continuous working exhibit, the Avery Automatic Grain Weigher, complete with elevator, will attract considerable attention. This type of machine is used in flour mills and granaries throughout the world. Similar types are made for handling coal, pulverised fuel, chemicals, fertilisers, and any dry, free-running material. No operator is required in connection with these machines, which work continuously, being operated by the material flowing under gravity.

A batch mixing machine which has been fitted specially with glass sides is another continuous working exhibit. Special interior lighting has been arranged so that interested visitors can examine the ingenious arrangement of the mixing vanes inside the drum and watch the efficiency of the mixing process while it is being carried out.

Counting machines are represented by a Unit Count Machine which weighs, counts and computes. An unknown mass quantity of repetition articles can be counted mechanically by this machine down to the last odd one. A new counting machine which has never previously been exhibited is a dual-ratio machine which will be of special interest to manufacturers of repetition work.

Other exhibits include a gravimeter for ascertaining quickly the specific gravity of liquids. A similar apparatus is available for ascertaining the specific gravity of solid bodies. A barley saturation tester for determining the steeping point of barley in the malting process is shown, together with a new wheel weigher intended for weighing the load imposed upon each wheel of a road vehicle or aeroplane.

Penny-in-the-slot personal weighers are represented by a new ticket-printing machine, while very large machinery, such as weighbridges for weighing road and railway traffic, are represented by means of fine enlarged photographs.

A modern petrol pump of the meter type manufactured by Avery and distributed by Avery-Hardoll, Ltd., 111, Salisbury Road, London, N.W.1, is exhibited.

Altogether an excellent and attractive display well worth seeing.

Ruston-Bucyrus, Ltd., Lincoln.

Ruston-Bucyrus, Ltd., will feature in the Engineering and Quarry Section, and in the Quarry to Road Section of the British Industries Fair, Birmingham.

The excavating exhibit in the Quarry to Road Section will be a 21-B Ruston-Bucyrus Diesel excavator working as a dragline, loading material into large tipping wagons made by Robert Hudson's, of Leeds, which will be hauled by a main line Diesel locomotive made by the Hunslet Engine Co.

The dragline, which has a $\frac{3}{4}$ cubic yard bucket on a 35-ft. boom and is fitted with a Ruston 4-cylinder Diesel engine, is fully representative of the Ruston-Bucyrus range, comprising seven sizes, now in production at Lincoln, ranging from $\frac{1}{4}$ to 3 cubic yards bucket capacity. These machines, including the one at the Fair, embody the latest developments in excavating machinery.

The following are some of the main features of the machine to be exhibited:—

1.—An improved type of caterpillar mounting embodying an unusually strong cast steel framing, single accessible driving shaft with final chain drive. The features of this special mounting are:

- (a) Great strength.
- (b) Rigidity with freedom from distortion, which avoids the possibility of any of the shafts binding.
- (c) No rivets to work loose or trouble about.
- (d) Main axles are non-rotating and support the weight of the super-structure.
- (e) The short driving axles do not take the weight of the machine, but only transmit the travelling loads.
- (f) Unusual simplicity.
- (g) Great accessibility.
- (h) Unusually large ground clearance, a factor of great importance with caterpillar tracks.
- (i) Steering, braking and chocking all controlled by the driver.

2.—All unnecessary weight eliminated by skilful designing, the result of over 50 years' designing and field experience, and placing nearly all the machinery behind the centre post to obtain the greatest possible effect as counter balance. The machine as a dragline weighs only 21 tons, resulting in:

- (a) Increased speed.
- (b) Greater mobility.
- (c) Low bearing pressure on caterpillars.
- (d) Low fuel oil or electric current consumption and generally low working costs.

3.—The engine is a 4-cylinder Diesel engine of 64 h.p. specially designed and manufactured for Ruston-Bucyrus, Ltd., by Ruston and Hornsby, Ltd., the well-known oil engine makers.

British Industries Fair—continued.

This engine is noted for its tremendous lugging ability, easy starting and economical operation.

4.—Digging effort of approximately 7 tons as a dragline; 10 tons as shovel, and 12 tons as dragshovel.

5.—Split drum laggings for each equipment, to obtain the most suitable powers and speeds.

6.—All continuously running shafts mounted on ball bearings, resulting in less friction, consequently greater power, greater speed, and lower maintenance costs.

7.—Main transmission, swinging and propelling gears, derricking gear and travelling gear on caterpillars all fully enclosed and running in oil.

8.—Grease gun lubrication throughout, piped to accessible points, so there is no excuse for failure to lubricate.

9.—Large and easily operated clutches and foot pedals provide unusually easy operation.

10.—The main transmission clutch is the same size as, and interchangeable with, the slewing and travelling clutches.

11.—A petrol engine or electric motor can be supplied as an alternative to the Diesel engine for the motive power.

12.—Easiest possible convertibility to shovel, dragline, dragshovel, skimmer, pile-driver, grabbing crane, magnet crane or crane.

13.—Power operated bucket trip to shovel.

14.—Skilfully designed steel castings and machine-cut gears are employed throughout.

15.—All the operating levers and foot pedals are within convenient reach of the operator, who is provided with a comfortable seat.

Stand 22-A/1 inside the Fair will be devoted to an excellent



The Ruston-Bucyrus 21-B Dragline, which will be working in the Quarry to Road Section at the British Industries Fair at Birmingham.

display of field photographs showing machines of various sizes on different kinds of work, also catalogues and data regarding the complete range of Ruston-Bucyrus machines.

Expert sales engineers will be available on the inside stand to give advice and information to all interested in excavating machinery.

Notes of the Month

New Traffic Record on the Welland Ship Canal.

Freight traffic during the past year on the Welland Ship Canal from the opening of navigation until November 30th totalled 8,388,916 tons, an increase of 1,218,984 tons during the 12 months. The total is 949,299 tons in excess of the record figure reached in 1928. The traffic in question covers the first full season for the new canal.

The St. Lawrence canals also registered a large increase during the year, traffic amounting to 6,642,584 tons as compared with 6,005,224 tons in 1931.

The Sault Ste Marie canals (including both the Canadian and United States locks) experienced a heavy decrease in traffic, the 1932 figure down to November 30th totalling 20,266,213 tons as against 44,321,953 tons for the corresponding period in 1931.

Southampton Dock Statistics for December, 1932.

Southampton Docks statistics for the last month of 1932 were more encouraging than their recent predecessors and gave the end of the year a little more optimistic note, for although several decreases were recorded as compared with the corresponding month of 1931, they were not so formidable as the decreases shown by previous months.

Most striking of all the figures were those of cargo, for the total imports increased from 45,304 tons to 48,823, an advance of 3,519 tons, while exports also came out on the right side—29,138 tons as compared with 26,341 tons.

That the passenger figures were also up was due in large measure to cruising. Inward travellers declined from 8,264 in December, 1931, to 7,367, a fall of 897, but outward there was a balance of 2,181, the aggregate being 10,769 as against 8,588.

Inward troop movements during the month were little more than half as compared with December, 1931, the total reaching 3,311 as compared with 6,411, but outward there was an increase of 1,812—from 2,799 to 4,611.

The number of vessels handled declined from 253 to 222 inward and from 248 to 229 outward. The tonnage returns reflected these decreases. Gross tonnage inward slumped from 1,000,922 tons to 902,719 tons, while outward there was a deficit of 64,131 tons, the total declining from 1,040,321 tons to 976,190 tons. Net tonnage also fell away, there being a drop of 37,679 tons inward and 19,814 tons outward. The total figures were respectively 488,618 tons inward and 523,065 tons outward.

Important Harbour Works at St. John, New Brunswick.

Work is now in progress at West Saint John, New Brunswick, in connection with the removal of what is described as the world's largest coffer dam. The dovetailed sheet piling, in some places sunk to a depth of 90-ft., was erected in connection with the new port developments undertaken in 1928 by the Saint John Harbour Commission, and its removal indicates a near approach to the completion of the new pier for use by deep-sea shipping.

The harbour works now in progress include the construction of a 700-ft. pier as well as a 1,500,000 bushel concrete grain elevator and two grain car dumpers. The removal of the dam is expected to occupy five to six months, during which time about 500,000 yards of stone and clay will be removed by dredging, as well as some 200,000 yards by drag lines. The steel piling to be removed weighs 2,000 tons. The coffer dam has a perimeter of 5,890-ft., enclosing an area of 43 acres.

Bremen's Seagoing Shipping Traffic in November, 1932.

Five hundred and eighty-five vessels with 628,547 net registered tons arrived in November for Bremen account in Bremen's sea-going traffic. That is 24 vessels and 13,341 net registered tons (equal to 2 per cent.) less than in October. Compared with November, 1931, the number of vessels increased by 53, but the tonnage decreased by 85,093 net registered tons (equal to 12 per cent.). The cause of the increase in the number of vessels is, in the first place, the considerably greater coastal traffic. The decrease in tonnage is chiefly due to seasonal limitations in regular line services and to the considerably lower number of arrivals of large grain steamers. During the past eleven months altogether 5,877 vessels with 7,103,532 net registered tons arrived, against 6,144 vessels with 7,895,214 net registered tons in the same period of the previous year. Therefore the decline in the vessels amounted to 267 or 4 per cent., or in tonnage 791,682 net registered tons or 10 per cent.

In sea-borne goods traffic of the five most important Weser ports imports and exports in November remained considerably below that of October. In both directions goods carried amounted to only 447,000 tons; that is, 64,200 tons, or 13 per cent. less. Compared with November, 1931, there is a decrease, i.e., of 38,000 tons, or 8 per cent. In imports, which amounted to 252,200 tons, particularly cotton, grain, rice and mineral oil supplies declined, causing a drop of 37,700 tons, or 13 per cent. Compared with November, 1931, there was a decrease of 78,200 tons, or 24 per cent., of which 51,900 tons fell to grain alone, the importation of which was 60 per cent. less in the month under report than in the same period of 1931. Exports were 194,800 tons, representing a decrease by 26,500 tons or 12 per cent., compared with the previous month, as, in spite of larger potash and salt shipments, there was a considerable decrease of piece goods, etc.

During the past eleven months altogether 4,403,800 tons were imported and exported, against 4,731,400 tons in the same period of 1931. This is a decline of 327,600 tons, or 7 per cent. Imports at 2,680,000 tons dropped 213,400 tons or 7½ per cent., a decline of 2 per cent. since October. Decreases were chiefly in grain, piece goods and ore. On the other hand, cotton supplies were more than one-third higher. Exports at 1,723,800 tons were 114,200 tons or 6 per cent. less (up to the end of October, 9 per cent.). Smaller shipments of piece goods, as well as of potash and salt, chiefly contributed to this situation.

Near Eastern Port Matters

ACCORDING to statistics which have been published by the Statistique Générale de la Grèce, shipping at Greek ports during the period from January to October, 1932, included the arrival of 2,463 ships representing 4,219,832 n.r.t., and the clearance of 1,923 ships representing 3,441,557 n.r.t., against the arrival of 2,689 ships representing 4,470,980 n.r.t. and the clearance of 1,927 ships representing 3,552,606 n.r.t. during the period from January to October, 1931. Shipping at Greek ports during 1932 has shown a decline, due evidently to the general depression in shipping, but there is no doubt that the Greek economic crisis has also influenced the situation. The position of the various countries in Greek shipping during the period under review is given in the following figures:—

	No.	1932		No.	1931	
		ARRIVALS	N.R.T.		CLEARANCES	N.R.T.
America ...	24	81,569	25	92,552	24	80,551
Gt. Britain	176	322,749	139	183,890	190	420,868
Holland ...	46	79,715	33	41,394	44	80,314
France ...	101	342,240	94	340,407	115	326,627
Germany...	64	108,395	66	125,026	93	178,048
Greece ...	683	700,669	311	288,661	851	769,739
Italy ...	820	1,827,038	768	1,643,056	779	1,782,662
Roumania	116	141,134	104	128,857	80	93,161
					75	94,891

While during the first ten months of 1931 Great Britain occupied second place, in 1932 it has dropped to third place, in view of the increasing development of France, which has taken second place, coming immediately after Italy, which has maintained its predominance in Greek shipping.

An examination of the figures regarding trade at the chief ports of Greece during the period from January 1st to October 31st, 1932, may be of interest. Pireaus has maintained its importance during 1932; arrivals included 1,440 ships representing 2,847,832 n.r.t. against 1,446 ships and 2,756,634 n.r.t. during the first ten months of 1931, showing an increase of about 90,000 n.r.t.; and clearances of 937 ships and 2,011,672 n.r.t. against 893 ships and 1,911,129 n.r.t. in 1931, being an increase of 10,000 n.r.t. This fact is noteworthy when one considers that the total of shipping at Greek ports has shown a decline. On the other hand it is evident that over 50 per cent. of Greek shipping is concentrated in the port of Pireaus. The figures regarding the position of the various countries at Pireaus are as follows:—

	No.	1932		No.	1931	
		ARRIVALS	N.R.T.		CLEARANCES	N.R.T.
PIREAEUS	24	81,569	4	13,954	24	80,551
America ...	24	81,569	4	13,954	24	80,551
Gt. Britain	111	219,391	41	55,988	114	262,145
Holland ...	29	60,165	22	49,122	3	4,725
France ...	93	335,955	92	337,552	102	322,249
Germany ...	38	52,372	13	19,409	55	83,614
Greece ...	372	468,378	184	190,666	473	539,909
Italy ...	454	1,043,588	388	862,830	336	833,236
Roumania	102	132,130	90	117,699	74	89,309
					69	88,253

The position of Great Britain as regards trade in the port of Pireaus is much the same as the position in Greek shipping as a whole, though the decrease in shipping at Pireaus is less noticeable. France and Holland have shown increases, while Germany has lost considerable ground. The situation of shipping at Pireaus has also influenced the operation of the Organismos Limenos Pireos, which had just started its activity, and which, through the decrease of receipts cannot settle all the problems arising from the inauguration of the new warehouses provided with electric cranes, etc. Until the crisis is over it does not appear that the harbour enlargements and improvements at the chief Greek port will be resumed.

Patras follows Pireaus in order of importance in connection with shipping, though maritime trade at this port has shown a decline in the course of the period under review. As a matter of fact, during the first ten months of 1932 arrivals at Patras included 178 ships representing 414,906 n.r.t., against 262 ships and 537,377 n.r.t. during the corresponding period of 1931, and the clearance of 104 ships and 377,872 n.r.t. against 106 ships and 455,321 n.r.t. The position of the various countries at Patras may be summed up as follows:—

	No.	1932		No.	1931	
		ARRIVALS	N.R.T.		CLEARANCES	N.R.T.
PATRAS	—	—	—	—	—	—
America ...	—	—	5	16,939	—	—
Gt. Britain	18	28,806	27	35,306	18	28,504
Holland ...	7	6,383	10	13,820	11	14,830
France ...	—	—	—	—	—	—
Germany ...	10	12,073	10	11,999	10	11,927
Greece ...	20	12,432	4	13,043	22	61,108
Italy ...	71	321,858	45	285,318	99	402,018
Roumania	—	—	—	—	—	—
					58	355,679

Great Britain occupies second place at Patras, and its position has even improved in 1932, while Italy has lost ground. The Chamber of Commerce and Industry at Patras has urged the Government to take into consideration the necessity of improving harbour facilities at Patras.

Shipping at Salonika during the first ten months of 1932 included 127 ships arrived, representing 196,032 n.r.t., against 152 ships and 219,373 n.r.t. during the corresponding period of 1931; and 135 ships cleared, representing 230,139 n.r.t., against 162 ships and 275,433 n.r.t. in 1931. The port of Salonika has not escaped the general maritime crisis, and both arrivals and clearances have decreased, though according to reports from Greece it would appear that matters have improved during the last two months of 1932. The position of the various countries in the port of Salonika is shown in the following table:—

	No.	1932		No.	1931	
		ARRIVALS	N.R.T.		CLEARANCES	N.R.T.
SALONIKA	—	—	—	—	—	—
America ...	—	—	8	27,947	11	35,454
Gt. Britain	16	28,614	21	31,380	16	37,097
Holland ...	4	4,124	—	—	5	8,000
France ...	2	853	—	—	3	1,182
Germany ...	4	7,917	2	4,023	4	6,008
Greece ...	46	64,420	12	24,519	30	29,415
Italy ...	21	46,506	27	50,230	42	70,156
Roumania	13	7,552	6	4,886	6	3,852
					—	—

With the exception of Roumania, all foreign countries have shown decreases at Salonika during the first ten months of 1932, and it is believed that matters will not improve until an increase in the imports of tobacco sets in, as this commodity represents the main attraction to shipping in the North Aegean ports. On the other hand, interesting developments might be expected there, taking into consideration the fact that a railway connecting Port Lagos with the Bulgarian railway system has just been inaugurated, and which thus offers a further sea outlet, besides Alexandropolis, to Bulgarian foreign trade in the Aegean. It remains to be seen whether the question of building a new port at Port Lagos will be taken up, as at present ships have to unload in the fairway, and facilities are not much better than in the port of Alexandropolis (Dedeagatch).

According to a statement issued by the Belgrade Government, the reduced railway tariffs applied to shipments in transit through the ports of Sebenico and Spalato have been abolished, and shipments through these ports, both to Yugoslav railway stations or to foreign countries will have to pay normal charges.

The Turkish Government has taken up the question of the port of Istanbul, and it is understood that a law is being prepared placing the whole port under the control of a single Board. It would appear that a foreign loan will be obtained to undertake extensive harbour enlargements and improvements on the Golden Horn.

The Port of Montreal

Navigation Closed after a Busy Season

Down to November 30th a total of 964 ocean-going vessels had arrived at the Port of Montreal during the 1932 navigation season recently closed. The number of ocean arrivals is the largest recorded since 1928 and represents an increase of 153 over that for the 1931 season. Heavy importations of British coal have been a feature of the season's traffic and there have been increased grain exports and large receipts of petroleum oils.

During the last two weeks of November upwards of fifty vessels were reported in the harbour, and coal-handling facilities were taxed to their capacity in order to discharge before the close of navigation the large number of vessels arriving with Welsh and Scotch anthracite.

Grain deliveries down to November 29th totalled 109,262,664 bushels, and the volume for the season is expected to reach 111,000,000 bushels, a gain of 21,000,000 bushels as compared with 1931. Last year the final figure was 89,512,312 bushels for grain shipped from the Port of Montreal.

FOR SALE: Suction Dredger, motor driven; Main Pump 12"; 4" Jet Pump; 440 volts 3 phase; Feed cable and accessories; Pontoon 36 feet x 24 feet x 2 feet draft. Dismantled for shipment. Particulars and price from The Ardrossan Harbour Company, Ardrossan.